REFERENCE: U-4753

PROJECT: 39927

SEE SHEET 3 FOR PLAN SHEET LAYOUT AT TIME OF INVESTIGATION

CONTENTS

LINE	STATION	PLAN
-L-	6+79.24 TO 58+40.52	4 - 8
-Y1-	10+00 TO 32+14.68	4, 9 - 10
-Y2-	10+00 TO 11+30	5
-Y3-	12+45 TO 13+96.49	5
-Y4-	10+00 TO 11+25	5
-Y5-	13+55 TO 29+00	6, 11 - 12
-RPA-	10+85.32 TO 11+85.37	8
-RPC-	13+08.62 TO 14+89.21	7
-RPD-	12+87.32 TO 14+81.69	7

CROSS SECTIONS

LINE	STATION	SHEETS
-L-	9+50, 10+50 - 22+50	13 - 18
-L-	24+50, 26+50 - 27+00	18 - 19
-L-	28+00 - 28+50	19
-L-	30+50, 32+50, 34+50, 36+50	20
-L-	37+50 - 40+50	21 - 22
-L-	42+50, 44+50	22
-L-	46+50, 48+50, 50+50	23
-L-	52+50, 54+50	24
-Y1-	10+00 - 14+50	25 - 27
-Y1-	15+50 - 17+00	27 - 28
-Y1-	21+00, 22+00 - 32+14.68	28 - 33
-Y2-	10+43 - 11+30	34
-Y3-	13+50	35
-Y4-	10+40.50	36
-Y5-	16+50, 18+50, 20+00, 22+00	37
-Y5-	23+50, 25+50, 26+50 - 28+50	38 - 39

APPENDICES

APPENDIX	TITLE	SHEETS
A	LABORATORY TESTING SUMMARY	40

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

ROADWAY SUBSURFACE INVESTIGATION

COUNTY *WAYNE*

PROJECT DESCRIPTION *SR 1556 (WAYNE MEMORIAL DRIVE) FROM SR 1003 (NEW HOPE ROAD) TO I-42 (US 70 BYPASS)*

INVENTORY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-4753	1	

CAUTION NOTICE

THE SUBSURFACE INFORMATION AND THE SUBSURFACE INVESTIGATION ON WHICH IT IS BASED WERE MADE FOR THE PURPOSE OF STUDY, PLANNING AND DESIGN, AND NOT FOR CONSTRUCTION OR PAY PURPOSES. THE VARIOUS FIELD BORING LOGS, ROCK CORES AND SOIL TEST DATA AVAILABLE MAY BE REVIEWED OR INSPECTED IN RALEIGH BY CONTACTING THE N. C. DEPARTMENT OF TRANSPORTATION, GEOTECHNICAL ENGINEERING UNIT AT (919) 707-6850. THE SUBSURFACE PLANS AND REPORTS, FIELD BORING LOGS, ROCK CORES AND SOIL TEST DATA ARE NOT PART OF THE CONTRACT.

GENERAL SOIL AND ROCK STRATA DESCRIPTIONS AND INDICATED BOUNDARIES ARE BASED ON A GEOTECHNICAL INTERPRETATION OF ALL AVAILABLE SUBSURFACE DATA AND MAY NOT NECESSARILY REFLECT THE ACTUAL SUBSURFACE CONDITIONS BETWEEN BORINGS OR BETWEEN SAMPLED STRATA WITHIN THE BOREHOLE. THE LABORATORY SAMPLE DATA AND THE IN SITU (IN-PLACE) TEST DATA CAN BE RELIED ON ONLY TO THE DEGREE OF RELIABILITY INHERENT IN THE STANDARD TEST METHOD. THE OBSERVED WATER LEVELS OR SOIL MOISTURE CONDITIONS INDICATED IN THE SUBSURFACE INVESTIGATIONS ARE AS RECORDED AT THE TIME OF THE INVESTIGATION. THESE WATER LEVELS OR SOIL MOISTURE CONDITIONS MAY VARY CONSIDERABLY WITH TIME ACCORDING TO CLIMATIC CONDITIONS INCLUDING TEMPERATURES, PRECIPITATION AND WIND, AS WELL AS OTHER NON-CLIMATIC FACTORS.

THE BIDDER OR CONTRACTOR IS CAUTIONED THAT DETAILS SHOWN ON THE SUBSURFACE PLANS ARE PRELIMINARY ONLY AND IN MANY CASES THE FINAL DESIGN DETAILS ARE DIFFERENT. FOR BIDDING AND CONSTRUCTION PURPOSES, REFER TO THE CONSTRUCTION PLANS AND DOCUMENTS FOR FINAL DESIGN INFORMATION ON THIS PROJECT. THE DEPARTMENT DOES NOT WARRANT OR GUARANTEE THE SUFFICIENCY OR ACCURACY OF THE INVESTIGATION MADE, NOR THE INTERPRETATIONS MADE, OR OPINION OF THE DEPARTMENT AS TO THE TYPE OF MATERIALS AND CONDITIONS TO BE ENCOUNTERED. THE BIDDER OR CONTRACTOR IS CAUTIONED TO PERFORM INDEPENDENT SUBSURFACE INVESTIGATIONS AND MAKE INTERPRETATIONS AS NECESSARY TO CONFIRM CONDITIONS ENCOUNTERED ON THE PROJECT. THE CONTRACTOR SHALL HAVE NO CLAIM FOR ADDITIONAL COMPENSATION OR FOR AN EXTENSION OF TIME FOR ANY REASON RESULTING FROM THE ACTUAL CONDITIONS ENCOUNTERED AT THE SITE DIFFERING FROM THOSE INDICATED IN THE SUBSURFACE INFORMATION.

NOTES:
1. THE INFORMATION CONTAINED HEREIN IS NOT IMPLIED OR GUARANTEED BY THE N. C. DEPARTMENT OF TRANSPORTATION AS ACCURATE NOR IS IT CONSIDERED PART OF THE PLANS, SPECIFICATIONS OR CONTRACT FOR THE PROJECT.
2. BY HAVING REQUESTED THIS INFORMATION, THE CONTRACTOR SPECIFICALLY WAIVES ANY CLAIMS FOR INCREASED COMPENSATION OR EXTENSION OF TIME BASED ON DIFFERENCES BETWEEN THE CONDITIONS INDICATED HEREIN AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

PERSONNEL

INVESTIGATED BY *BUNCH, C. M.*, *RUSSEK, S. C.*, *BIGALOW, H. B.*, *RIGGS, Jr., A. F.*

DRAWN BY *FIELDS, W. D.*

CHECKED BY *RIGGS, Jr., A. F.*

SUBMITTED BY *TERRACON CONSULTANTS*

DATE *JANUARY 2026*

Prepared in the Office of:

Terracon

3150 SPRING FOREST ROAD, SUITE 100
RALEIGH, NORTH CAROLINA 27616
NC REGISTERED ENGINEERING FIRM: F-0869
NC REGISTERED GEOLOGIC FIRM: C-367

NORTH CAROLINA PROFESSIONAL SEAL 014155 ENGINEER ABNER F. RIGGS, JR.

DocuSigned by:
Abner Riggs Jr. 1/14/2026
C2F6ACA84D274B1...
SIGNATURE DATE

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PROJECT REFERENCE NO.	SHEET NO.
U-4753	2

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
GEOTECHNICAL ENGINEERING UNIT

SUBSURFACE INVESTIGATION

SOIL AND ROCK LEGEND, TERMS, SYMBOLS, AND ABBREVIATIONS

SOIL DESCRIPTION

SOIL IS CONSIDERED UNCONSOLIDATED, SEMI-CONSOLIDATED, OR WEATHERED EARTH MATERIALS THAT CAN BE PENETRATED WITH A CONTINUOUS FLIGHT POWER AUGER AND YIELD LESS THAN 100 BLOWS PER FOOT ACCORDING TO THE STANDARD PENETRATION TEST (AASHTO T 206, ASTM D1586). SOIL CLASSIFICATION IS BASED ON THE AASHTO SYSTEM. BASIC DESCRIPTIONS GENERALLY INCLUDE THE FOLLOWING: CONSISTENCY, COLOR, TEXTURE, MOISTURE, AASHTO CLASSIFICATION, AND OTHER PERTINENT FACTORS SUCH AS MINERALOGICAL COMPOSITION, ANGULARITY, STRUCTURE, PLASTICITY, ETC. FOR EXAMPLE,
VERY STIFF, GRAY, SILTY CLAY, MOIST WITH INTERBEDDED FINE SAND LAYERS, HIGHLY PLASTIC, A-7-6

SOIL LEGEND AND AASHTO CLASSIFICATION

GENERAL CLASS.	GRANULAR MATERIALS (≤ 35% PASSING #200)							SILT-CLAY MATERIALS (> 35% PASSING #200)				ORGANIC MATERIALS		
GROUP CLASS.	A-1		A-3	A-2				A-4	A-5	A-6	A-7	A-1, A-2 A-3	A-4, A-5 A-6, A-7	
	A-1-a	A-1-b		A-2-4	A-2-5	A-2-6	A-2-7				A-7-5, A-7-6			
SYMBOL														
% PASSING #10 #40 #200	50 MX 30 MX 15 MX	50 MX 25 MX	51 MN 10 MX	35 MX	35 MX	35 MX	35 MX	36 MN	36 MN	36 MN	36 MN	GRANULAR SOILS	SILT-CLAY SOILS	MUCK, PEAT
MATERIAL PASSING #40 LL PI	— 6 MX		— NP	40 MX 10 MX	41 MN 10 MX	40 MX 11 MN	41 MN 11 MN	40 MX 10 MX	41 MN 10 MX	40 MX 11 MN	41 MN 11 MN	SOILS WITH LITTLE OR MODERATE AMOUNTS OF ORGANIC MATTER		HIGHLY ORGANIC SOILS
GROUP INDEX	0		0	0		4 MX		8 MX	12 MX	16 MX	NO MX			
USUAL TYPES OF MAJOR MATERIALS	STONE FRAGS. GRAVEL, AND SAND		FINE SAND	SILTY OR CLAYEY GRAVEL AND SAND				SILTY SOILS		CLAYEY SOILS				
GEN. RATING AS SUBGRADE	EXCELLENT TO GOOD							FAIR TO POOR				FAIR TO POOR	POOR	UNSUITABLE

PI OF A-7-5 SUBGROUP IS ≤ LL - 30 ; PI OF A-7-6 SUBGROUP IS > LL - 30

CONSISTENCY OR DENSENESS

PRIMARY SOIL TYPE	COMPACTNESS OR CONSISTENCY	RANGE OF STANDARD PENETRATION RESISTENCE (N-VALUE)	RANGE OF UNCONFINED COMPRESSIVE STRENGTH ($TONS/FT^2$)
GENERALLY GRANULAR MATERIAL (NON-COHESIVE)	VERY LOOSE LOOSE MEDIUM DENSE DENSE VERY DENSE	< 4 4 TO 10 10 TO 30 30 TO 50 > 50	N/A
GENERALLY SILT-CLAY MATERIAL (COHESIVE)	VERY SOFT SOFT MEDIUM STIFF STIFF VERY STIFF HARD	< 2 2 TO 4 4 TO 8 8 TO 15 15 TO 30 > 30	< 0.25 0.25 TO 0.5 0.5 TO 1.0 1 TO 2 2 TO 4 > 4

TEXTURE OR GRAIN SIZE

U.S. STD. SIEVE SIZE	4	10	40	60	200	270
OPENING (MM)	4.76	2.00	0.42	0.25	0.075	0.053

BOULDER (BLDR.)	COBBLE (COB.)	GRAVEL (GR.)	COARSE SAND (CSE. SD.)	FINE SAND (F SD.)	SILT (SL.)	CLAY (CL.)

GRAIN SIZE	MM	305	75	2.0	0.25	0.05	0.005
	IN.	12	3				

SOIL MOISTURE - CORRELATION OF TERMS

SOIL MOISTURE SCALE (ATTERBERG LIMITS)	FIELD MOISTURE DESCRIPTION	GUIDE FOR FIELD MOISTURE DESCRIPTION
	- SATURATED - (SAT.)	USUALLY LIQUID; VERY WET, USUALLY FROM BELOW THE GROUND WATER TABLE
LL — LIQUID LIMIT		
PLASTIC RANGE (PI)	- WET - (W)	SEMISOLID; REQUIRES DRYING TO ATTAIN OPTIMUM MOISTURE
PL — PLASTIC LIMIT		
OM — OPTIMUM MOISTURE SL — SHRINKAGE LIMIT	- MOIST - (M)	SOLID; AT OR NEAR OPTIMUM MOISTURE
	- DRY - (D)	REQUIRES ADDITIONAL WATER TO ATTAIN OPTIMUM MOISTURE

PLASTICITY

	PLASTICITY INDEX (PI)	DRY STRENGTH
NON PLASTIC	0-5	VERY LOW
SLIGHTLY PLASTIC	6-15	SLIGHT
MODERATELY PLASTIC	16-25	MEDIUM
HIGHLY PLASTIC	26 OR MORE	HIGH

COLOR

DESCRIPTIONS MAY INCLUDE COLOR OR COLOR COMBINATIONS (TAN, RED, YELLOW-BROWN, BLUE-GRAY). MODIFIERS SUCH AS LIGHT, DARK, STREAKED, ETC. ARE USED TO DESCRIBE APPEARANCE.

GRADATION

WELL GRADED - INDICATES A GOOD REPRESENTATION OF PARTICLE SIZES FROM FINE TO COARSE.
UNIFORMLY GRADED - INDICATES THAT SOIL PARTICLES ARE ALL APPROXIMATELY THE SAME SIZE.
GAP-GRADED - INDICATES A MIXTURE OF UNIFORM PARTICLE SIZES OF TWO OR MORE SIZES.

ANGULARITY OF GRAINS

THE ANGULARITY OR ROUNDNESS OF SOIL GRAINS IS DESIGNATED BY THE TERMS: ANGULAR, SUBANGULAR, SUBROUNDED, OR ROUNDED.

MINERALOGICAL COMPOSITION

MINERAL NAMES SUCH AS QUARTZ, FELDSPAR, MICA, TALC, KAOLIN, ETC. ARE USED IN DESCRIPTIONS WHEN THEY ARE CONSIDERED OF SIGNIFICANCE.

COMPRESSIBILITY

SLIGHTLY COMPRESSIBLE	LL < 31
MODERATELY COMPRESSIBLE	LL = 31 - 50
HIGHLY COMPRESSIBLE	LL > 50

PERCENTAGE OF MATERIAL

ORGANIC MATERIAL	GRANULAR SOILS	SILT - CLAY SOILS	OTHER MATERIAL	
TRACE OF ORGANIC MATTER	2 - 3%	3 - 5%	TRACE	1 - 10%
LITTLE ORGANIC MATTER	3 - 5%	5 - 12%	LITTLE	10 - 20%
MODERATELY ORGANIC	5 - 10%	12 - 20%	SOME	20 - 35%
HIGHLY ORGANIC	> 10%	> 20%	HIGHLY	35% AND ABOVE

GROUND WATER

- WATER LEVEL IN BORE HOLE IMMEDIATELY AFTER DRILLING
- STATIC WATER LEVEL AFTER 24 HOURS
- PW — PERCHED WATER, SATURATED ZONE, OR WATER BEARING STRATA
- SPRING OR SEEP

MISCELLANEOUS SYMBOLS

- ROADWAY EMBANKMENT (RE) WITH SOIL DESCRIPTION
- SOIL SYMBOL
- ARTIFICIAL FILL (AF) OTHER THAN ROADWAY EMBANKMENT
- INFERRED SOIL BOUNDARY
- INFERRED ROCK LINE
- ALLUVIAL SOIL BOUNDARY
- 25/025 — DIP & DIP DIRECTION OF ROCK STRUCTURES
- SPT, DPT, DMT, VST PMT — TEST BORING
- AUGER BORING
- CORE BORING
- MW — MONITORING WELL
- PIEZOMETER INSTALLATION
- SLOPE INDICATOR INSTALLATION
- CONE PENETROMETER TEST
- SOUNDING ROD
- TEST BORING WITH CORE
- SPT N-VALUE

RECOMMENDATION SYMBOLS

- UNDERCUT
- SHALLOW UNDERCUT
- UNCLASSIFIED EXCAVATION - UNSUITABLE WASTE
- UNCLASSIFIED EXCAVATION - ACCEPTABLE DEGRADABLE ROCK
- UNCLASSIFIED EXCAVATION - ACCEPTABLE, BUT NOT TO BE USED IN THE TOP 3 FEET OF EMBANKMENT OR BACKFILL

ABBREVIATIONS

AR - AUGER REFUSAL
BT - BORING TERMINATED
CL. - CLAY
CPT - CONE PENETRATION TEST
CSE. - COARSE
DMT - DILATOMETER TEST
DPT - DYNAMIC PENETRATION TEST
e - VOID RATIO
F - FINE
FOSS. - FOSSILIFEROUS
FRAC. - FRACTURED, FRACTURES
FRAGS. - FRAGMENTS
HI. - HIGHLY
MED. - MEDIUM
MICA. - MICACEOUS
MOD. - MODERATELY
NP - NON PLASTIC
ORG. - ORGANIC
PMT - PRESSUREMETER TEST
SAP. - SAPROLITIC
SD. - SAND, SANDY
SL. - SILT, SILTY
SLI. - SLIGHTLY
TCR - TRICONE REFUSAL
w - MOISTURE CONTENT
V - VERY
VST - VANE SHEAR TEST
WEA. - WEATHERED
γ - UNIT WEIGHT
γ_d - DRY UNIT WEIGHT

SAMPLE ABBREVIATIONS

S - BULK
SS - SPLIT SPOON
ST - SHELBY TUBE
RS - ROCK
RT - RECOMPACTED TRIAXIAL
CBR - CALIFORNIA BEARING RATIO

EQUIPMENT USED ON SUBJECT PROJECT

DRILL UNITS:
- ☐ CME-45C
- ☐ CME-55
- ☐ CME-550
- ☐ VANE SHEAR TEST
- ☐ PORTABLE HOIST
- ☐ _____
- ☐ _____

ADVANCING TOOLS:
- ☐ CLAY BITS
- ☐ 6" CONTINUOUS FLIGHT AUGER
- ☐ 8" HOLLOW AUGERS
- ☐ HARD FACED FINGER BITS
- ☐ TUNG.-CARBIDE INSERTS
- ☐ CASING ☐ W/ ADVANCER
- ☐ TRICONE _____" STEEL TEETH
- ☐ TRICONE _____" TUNG.-CARB.
- ☐ CORE BIT
- ☐ _____

HAMMER TYPE:
- ☐ AUTOMATIC ☐ MANUAL

CORE SIZE:
- ☐ -B _____ ☐ -H _____
- ☐ -N _____

HAND TOOLS:
- ☐ POST HOLE DIGGER
- ☒ HAND AUGER
- ☐ SOUNDING ROD
- ☐ VANE SHEAR TEST
- ☐ _____

ROCK DESCRIPTION

HARD ROCK IS NON-COASTAL PLAIN MATERIAL THAT WOULD YIELD SPT REFUSAL IF TESTED. AN INFERRED ROCK LINE INDICATES THE LEVEL AT WHICH NON-COASTAL PLAIN MATERIAL WOULD YIELD SPT REFUSAL. SPT REFUSAL IS PENETRATION BY A SPLIT SPOON SAMPLER EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS IN NON-COASTAL PLAIN MATERIAL, THE TRANSITION BETWEEN SOIL AND ROCK IS OFTEN REPRESENTED BY A ZONE OF WEATHERED ROCK.
ROCK MATERIALS ARE TYPICALLY DIVIDED AS FOLLOWS:

WEATHERED ROCK (WR)	NON-COASTAL PLAIN MATERIAL THAT WOULD YIELD SPT N VALUES > 100 BLOWS PER FOOT IF TESTED.
CRYSTALLINE ROCK (CR)	FINE TO COARSE GRAIN IGNEOUS AND METAMORPHIC ROCK THAT WOULD YIELD SPT REFUSAL IF TESTED. ROCK TYPE INCLUDES GRANITE, GNEISS, GABBRO, SCHIST, ETC.
NON-CRYSTALLINE ROCK (NCR)	FINE TO COARSE GRAIN METAMORPHIC AND NON-COASTAL PLAIN SEDIMENTARY ROCK THAT WOULD YEILD SPT REFUSAL IF TESTED. ROCK TYPE INCLUDES PHYLLITE, SLATE, SANDSTONE, ETC.
COASTAL PLAIN SEDIMENTARY ROCK (CP)	COASTAL PLAIN SEDIMENTS CEMENTED INTO ROCK, BUT MAY NOT YIELD SPT REFUSAL. ROCK TYPE INCLUDES LIMESTONE, SANDSTONE, CEMENTED SHELL BEDS, ETC.

WEATHERING

FRESH	ROCK FRESH, CRYSTALS BRIGHT, FEW JOINTS MAY SHOW SLIGHT STAINING. ROCK RINGS UNDER HAMMER IF CRYSTALLINE.
VERY SLIGHT (V SLI.)	ROCK GENERALLY FRESH, JOINTS STAINED, SOME JOINTS MAY SHOW THIN CLAY COATINGS IF OPEN, CRYSTALS ON A BROKEN SPECIMEN FACE SHINE BRIGHTLY. ROCK RINGS UNDER HAMMER BLOWS IF OF A CRYSTALLINE NATURE.
SLIGHT (SLI.)	ROCK GENERALLY FRESH, JOINTS STAINED AND DISCOLORATION EXTENDS INTO ROCK UP TO 1 INCH. OPEN JOINTS MAY CONTAIN CLAY. IN GRANITOID ROCKS SOME OCCASIONAL FELDSPAR CRYSTALS ARE DULL AND DISCOLORED. CRYSTALLINE ROCKS RING UNDER HAMMER BLOWS.
MODERATE (MOD.)	SIGNIFICANT PORTIONS OF ROCK SHOW DISCOLORATION AND WEATHERING EFFECTS. IN GRANITOID ROCKS, MOST FELDSPARS ARE DULL AND DISCOLORED, SOME SHOW CLAY. ROCK HAS DULL SOUND UNDER HAMMER BLOWS AND SHOWS SIGNIFICANT LOSS OF STRENGTH AS COMPARED WITH FRESH ROCK.
MODERATELY SEVERE (MOD. SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. IN GRANITOID ROCKS, ALL FELDSPARS DULL AND DISCOLORED AND A MAJORITY SHOW KAOLINIZATION. ROCK SHOWS SEVERE LOSS OF STRENGTH AND CAN BE EXCAVATED WITH A GEOLOGIST'S PICK. ROCK GIVES "CLUNK" SOUND WHEN STRUCK. *IF TESTED, WOULD YIELD SPT REFUSAL*
SEVERE (SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. ROCK FABRIC CLEAR AND EVIDENT BUT REDUCED IN STRENGTH TO STRONG SOIL. IN GRANITOID ROCKS ALL FELDSPARS ARE KAOLINIZED TO SOME EXTENT. SOME FRAGMENTS OF STRONG ROCK USUALLY REMAIN. *IF TESTED, WOULD YIELD SPT N VALUES > 100 BPF*
VERY SEVERE (V SEV.)	ALL ROCK EXCEPT QUARTZ DISCOLORED OR STAINED. ROCK FABRIC ELEMENTS ARE DISCERNIBLE BUT MASS IS EFFECTIVELY REDUCED TO SOIL STATUS, WITH ONLY FRAGMENTS OF STRONG ROCK REMAINING. SAPROLITE IS AN EXAMPLE OF ROCK WEATHERED TO A DEGREE THAT ONLY MINOR VESTIGES OF ORIGINAL ROCK FABRIC REMAIN. *IF TESTED, WOULD YIELD SPT N VALUES < 100 BPF*
COMPLETE	ROCK REDUCED TO SOIL. ROCK FABRIC NOT DISCERNIBLE, OR DISCERNIBLE ONLY IN SMALL AND SCATTERED CONCENTRATIONS. QUARTZ MAY BE PRESENT AS DIKES OR STRINGERS. SAPROLITE IS ALSO AN EXAMPLE.

ROCK HARDNESS

VERY HARD	CANNOT BE SCRATCHED BY KNIFE OR SHARP PICK. BREAKING OF HAND SPECIMENS REQUIRES SEVERAL HARD BLOWS OF THE GEOLOGIST'S PICK.
HARD	CAN BE SCRATCHED BY KNIFE OR PICK ONLY WITH DIFFICULTY. HARD HAMMER BLOWS REQUIRED TO DETACH HAND SPECIMEN.
MODERATELY HARD	CAN BE SCRATCHED BY KNIFE OR PICK. GOUGES OR GROOVES TO 0.25 INCHES DEEP CAN BE EXCAVATED BY HARD BLOW OF A GEOLOGIST'S PICK. HAND SPECIMENS CAN BE DETACHED BY MODERATE BLOWS.
MEDIUM HARD	CAN BE GROOVED OR GOUGED 0.05 INCHES DEEP BY FIRM PRESSURE OF KNIFE OR PICK POINT. CAN BE EXCAVATED IN SMALL CHIPS TO PEICES 1 INCH MAXIMUM SIZE BY HARD BLOWS OF THE POINT OF A GEOLOGIST'S PICK.
SOFT	CAN BE GROVED OR GOUGED READILY BY KNIFE OR PICK. CAN BE EXCAVATED IN FRAGMENTS FROM CHIPS TO SEVERAL INCHES IN SIZE BY MODERATE BLOWS OF A PICK POINT. SMALL, THIN PIECES CAN BE BROKEN BY FINGER PRESSURE.
VERY SOFT	CAN BE CARVED WITH KNIFE. CAN BE EXCAVATED READILY WITH POINT OF PICK. PIECES 1 INCH OR MORE IN THICKNESS CAN BE BROKEN BY FINGER PRESSURE. CAN BE SCRATCHED READILY BY FINGERNAIL.

FRACTURE SPACING

TERM	SPACING
VERY WIDE	MORE THAN 10 FEET
WIDE	3 TO 10 FEET
MODERATELY CLOSE	1 TO 3 FEET
CLOSE	0.16 TO 1 FOOT
VERY CLOSE	LESS THAN 0.16 FEET

BEDDING

TERM	THICKNESS
VERY THICKLY BEDDED	4 FEET
THICKLY BEDDED	1.5 - 4 FEET
THINLY BEDDED	0.16 - 1.5 FEET
VERY THINLY BEDDED	0.03 - 0.16 FEET
THICKLY LAMINATED	0.008 - 0.03 FEET
THINLY LAMINATED	< 0.008 FEET

INDURATION

FOR SEDIMENTARY ROCKS, INDURATION IS THE HARDENING OF MATERIAL BY CEMENTING, HEAT, PRESSURE, ETC.

FRIABLE	RUBBING WITH FINGER FREES NUMEROUS GRAINS; GENTLE BLOW BY HAMMER DISINTEGRATES SAMPLE.
MODERATELY INDURATED	GRAINS CAN BE SEPARATED FROM SAMPLE WITH STEEL PROBE; BREAKS EASILY WHEN HIT WITH HAMMER.
INDURATED	GRAINS ARE DIFFICULT TO SEPARATE WITH STEEL PROBE; DIFFICULT TO BREAK WITH HAMMER.
EXTREMELY INDURATED	SHARP HAMMER BLOWS REQUIRED TO BREAK SAMPLE; SAMPLE BREAKS ACROSS GRAINS.

TERMS AND DEFINITIONS

ALLUVIUM (ALLUV.) - SOILS THAT HAVE BEEN TRANSPORTED BY WATER.

AQUIFER - A WATER BEARING FORMATION OR STRATA.

ARENACEOUS - APPLIED TO ROCKS THAT HAVE BEEN DERIVED FROM SAND OR THAT CONTAIN SAND.

ARGILLACEOUS - APPLIED TO ALL ROCKS OR SUBSTANCES COMPOSED OF CLAY MINERALS, OR HAVING A NOTABLE PROPORTION OF CLAY IN THEIR COMPOSITION, SUCH AS SHALE, SLATE, ETC.

ARTESIAN - GROUND WATER THAT IS UNDER SUFFICIENT PRESSURE TO RISE ABOVE THE LEVEL AT WHICH IT IS ENCOUNTERED, BUT WHICH DOES NOT NECESSARILY RISE TO OR ABOVE THE GROUND SURFACE.

CALCAREOUS (CALC.) - SOILS THAT CONTAIN APPRECIABLE AMOUNTS OF CALCIUM CARBONATE.

COLLUVIUM - ROCK FRAGMENTS MIXED WITH SOIL DEPOSITED BY GRAVITY ON SLOPE OR AT BOTTOM OF SLOPE.

CORE RECOVERY (REC.) - TOTAL LENGTH OF ALL MATERIAL RECOVERED IN THE CORE BARREL DIVIDED BY TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE.

DIKE - A TABULAR BODY OF IGNEOUS ROCK THAT CUTS ACROSS THE STRUCTURE OF ADJACENT ROCKS OR CUTS MASSIVE ROCK.

DIP - THE ANGLE AT WHICH A STRATUM OR ANY PLANAR FEATURE IS INCLINED FROM THE HORIZONTAL.

DIP DIRECTION (DIP AZIMUTH) - THE DIRECTION OR BEARING OF THE HORIZONTAL TRACE OF THE LINE OF DIP, MEASURED CLOCKWISE FROM NORTH.

FAULT - A FRACTURE OR FRACTURE ZONE ALONG WHICH THERE HAS BEEN DISPLACEMENT OF THE SIDES RELATIVE TO ONE ANOTHER PARALLEL TO THE FRACTURE.

FISSILE - A PROPERTY OF SPLITTING ALONG CLOSELY SPACED PARALLEL PLANES.

FLOAT - ROCK FRAGMENTS ON SURFACE NEAR THEIR ORIGINAL POSITION AND DISLODGED FROM PARENT MATERIAL.

FLOOD PLAIN (FP) - LAND BORDERING A STREAM, BUILT OF SEDIMENTS DEPOSITED BY THE STREAM.

FORMATION (FM.) - A MAPPABLE GEOLOGIC UNIT THAT CAN BE RECOGNIZED AND TRACED IN THE FIELD.

JOINT - FRACTURE IN ROCK ALONG WHICH NO APPRECIABLE MOVEMENT HAS OCCURRED.

LEDGE - A SHELF-LIKE RIDGE OR PROJECTION OF ROCK WHOSE THICKNESS IS SMALL COMPARED TO ITS LATERAL EXTENT.

LENS - A BODY OF SOIL OR ROCK THAT THINS OUT IN ONE OR MORE DIRECTIONS.

MOTTLED (MOT.) - IRREGULARLY MARKED WITH SPOTS OF DIFFERENT COLORS. MOTTLING IN SOILS USUALLY INDICATES POOR AERATION AND LACK OF GOOD DRAINAGE.

PERCHED WATER - WATER MAINTAINED ABOVE THE NORMAL GROUND WATER LEVEL BY THE PRESENCE OF AN INTERVENING IMPERVIOUS STRATUM.

RESIDUAL (RES.) SOIL - SOIL FORMED IN PLACE BY THE WEATHERING OF ROCK.

ROCK QUALITY DESIGNATION (RQD) - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF CORE RUN AND EXPRESSED AS A PERCENTAGE.

SAPROLITE (SAP.) - RESIDUAL SOIL THAT RETAINS THE RELIC STRUCTURE OR FABRIC OF THE PARENT ROCK.

SILL - AN INTRUSIVE BODY OF IGNEOUS ROCK OF APPROXIMATELY UNIFORM THICKNESS AND RELATIVELY THIN COMPARED WITH ITS LATERAL EXTENT, THAT HAS BEEN EMPLACED PARALLEL TO THE BEDDING OR SCHISTOSITY OF THE INTRUDED ROCKS.

SLICKENSIDE - POLISHED AND STRIATED SURFACE THAT RESULTS FROM FRICTION ALONG A FAULT OR SLIP PLANE.

STANDARD PENETRATION TEST (PENETRATION RESISTANCE) (SPT) - NUMBER OF BLOWS (N OR BPF) OF A 140 LB. HAMMER FALLING 30 INCHES REQUIRED TO PRODUCE A PENETRATION OF 1 FOOT INTO SOIL WITH A 2 INCH OUTSIDE DIAMETER SPLIT SPOON SAMPLER. SPT REFUSAL IS PENETRATION EQUAL TO OR LESS THAN 0.1 FOOT PER 60 BLOWS.

STRATA CORE RECOVERY (SREC.) - TOTAL LENGTH OF STRATA MATERIAL RECOVERED DIVIDED BY TOTAL LENGTH OF STRATUM AND EXPRESSED AS A PERCENTAGE.

STRATA ROCK QUALITY DESIGNATION (SRQD) - A MEASURE OF ROCK QUALITY DESCRIBED BY TOTAL LENGTH OF ROCK SEGMENTS WITHIN A STRATUM EQUAL TO OR GREATER THAN 4 INCHES DIVIDED BY THE TOTAL LENGTH OF STRATA AND EXPRESSED AS A PERCENTAGE.

TOPSOIL (TS.) - SURFACE SOILS USUALLY CONTAINING ORGANIC MATTER.

BENCH MARK: BORINGS PROJECTED USING PROVIDED TIN FILE
u4753_rdy_tin.tin; DATED 04/18/2019
ELEVATION: FEET

NOTES:

FIAD - FILLED IMMEDIATELY AFTER DRILLING

HAR - HAND AUGER REFUSAL

DATE: 8-15-14

TIP PROJECT: U-4753

CONTRACT: C205130

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	U-4753	3	40

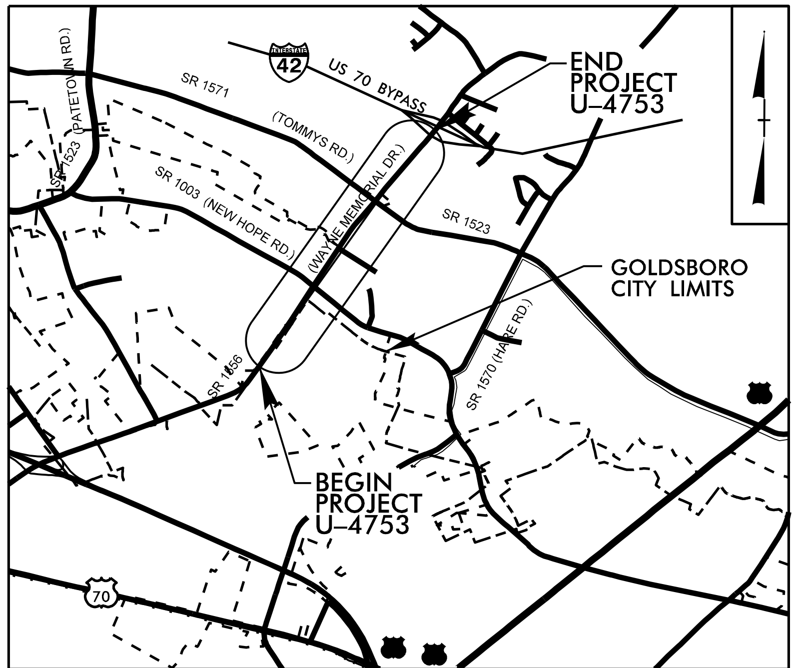
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION
39927.1.1	N/A	PE
39927.2.1		ROW
39927.2.2		UTIL
39927.3.1		CONST

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

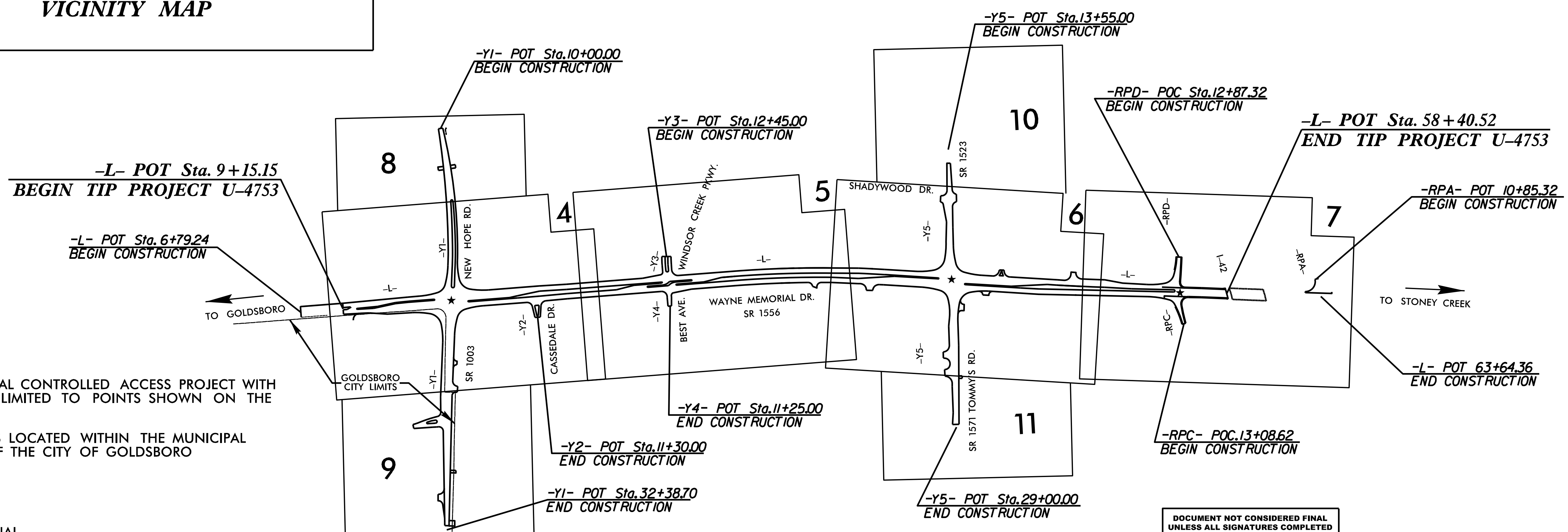
WAYNE COUNTY

LOCATION: SR 1556 (WAYNE MEMORIAL DRIVE) FROM SR 1003 (NEW HOPE ROAD) TO I-42 (FORMERLY US-70) IN GOLDSBORO WIDEN TO FOUR LANES.

TYPE OF WORK: DRAINAGE, GRADING, PAVING, SIGNALS & SIGNING



VICINITY MAP



THIS IS A PARTIAL CONTROLLED ACCESS PROJECT WITH ACCESS BEING LIMITED TO POINTS SHOWN ON THE PLANS.

THIS PROJECT IS LOCATED WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF GOLDSBORO

★ DENOTES SIGNAL

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

GRAPHIC SCALES

50 25 0 50 100
PLANS

50 25 0 50 100
PROFILE (HORIZONTAL)

10 5 0 10 20
PROFILE (VERTICAL)

DESIGN DATA

ADT 2026 = 20,700
ADT 2046 = 26,600
K = 8 %
D = 60 %
T = 3 % *
V = 50 MPH
* TTST =1 DUAL =2
FUNC CLASS = MINOR ARTERIAL

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT U-4753 = 0.933 MI.

TOTAL LENGTH OF TIP PROJECT U-4753 = 0.933 MI.

Prepared for the North Carolina Department of Transportation in the office of:

PARSONS

SUNGATE DESIGN GROUP, P.A.

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: MAY 21 2019

LETTING DATE: JANUARY 20, 2026

AYMAN L. ALQUDWAH, PE
PROJECT ENGINEER

DAVID B. GARRETT
PROJECT DESIGN ENGINEER

RACHEL EVANS, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 026971 ENGINEER JOSHUA G. DALTON

SIGNATURE: P.E.

ROADWAY DESIGN ENGINEER

NORTH CAROLINA PROFESSIONAL SEAL 028387 ENGINEER AYMAN L. ALQUDWAH

SIGNATURE: P.E.

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

PROJECT REFERENCE NO.	SHEET NO.
U-4753	3A

Date: January 13, 2026
WBS Number: 39927.1.1
TIP Number: U-4753
County: Wayne
Description: SR 1556 (Wayne Memorial Drive) from SR 1003 (New Hope Road) to I-42 (US 70 Bypass)

Subject: Roadway Geotechnical Report - Inventory

Project Description

The project is in Goldsboro, North Carolina along existing Wayne Memorial Drive (-L-) corridor between New Hope Road (-Y1-) and Ramps -RPD- and -RPC- of Interstate 42 in Wayne County. The total length of the project is approximately 0.933 miles. The project also crosses the alignments of Tuckahoe Drive (-Y1-), Planters Walk (-Y2-), Welcome Drive (-Y3-), Quail Ridge Road (-Y4-), Scarborough Road (-Y5-), Scott Street (-Y6-), Quail Ridge Loop Road (-Y7-), Barnes Street (-Y8-), Paramore Drive (-Y9-), York Road (-Y10-), Wellons Drive (-Y11-) and Red Banks Road (-Y12-). The project consists of widening existing lanes to the outside shoulders and inside medians and adding turn lanes. The project corridor is in a mostly rural setting with cultivated fields, residences and a few retail businesses including a Wal-Mart.

The geotechnical subsurface investigation was performed in May 2019. The site was investigated with a total of forty-two (42) hand auger borings advanced to depths of 2 to 12 feet beneath the ground surface. Hand auger borings L_3450, L_3850, Y1_2300, and Y1_2900 were terminated at depths of 5.5 to 7.4 feet, on hard clays or gravel. Representative soil samples were collected in the field for visual classification and selected samples were submitted for laboratory analysis by Terracon's soil testing laboratory. Laboratory testing was performed in accordance with the AASHTO Soil Classification System.

The following alignment was investigated by soil testing and visual reconnaissance:

Alignment	Stations (±)
-L-	6+79 to 58+41
-Y1-	10+00 to 32+15
-Y2-	10+00 to 11+30
-Y3-	12+45 to 13+96
-Y4-	10+00 to 11+25
-Y5-	13+55 to 29+00

Physiography and Geology

The site is located in Wayne County, within the Coastal Plain Physiographic and Geologic Province. The Coastal Plain Province is characterized by subdued topographic features. The natural ground elevations along the investigated corridor range from approximately 121 feet to the south to 138 feet to the north with roadway embankments as high as elevation 149 feet near US 70 Bypass. In general, the topography at this site is generally flat with some gentle slopes.

The Inner Coastal Plain Physiographic Province consists of a wedge of unconsolidated sands, silt, marl, and other clays interbedded with occasional limestone strata, which rests atop crystalline basement rocks.

Based on previous mapping (N.C. Geologic Map 1985) and our knowledge of the local geology, the site falls within the Tertiary Age Yorktown Formation. However, based on our site visit and subsurface conditions encountered, the near surface soils appear to be recent Undivided Coastal Plain deposits of sands, silts, and clays, typical of Undivided Coastal Plain soils. This type of deposition has resulted in a relatively consistent subsurface profile along the project alignment. The Undivided Coastal Plain deposits underlie the clays, silts and sands that make up the roadway embankment and artificial fill materials. These near surface soils overlie the Yorktown Formation. The Yorktown Formation soils are described as fossiliferous clay with varying amounts of fine-grained sand and bluish-gray shell material commonly concentrated in lenses mainly in the area north of the Neuse River.

Soil Properties

Soils encountered during this investigation are separated into three categories based on their origin; roadway embankment fill, artificial fill, and Undivided Coastal Plain deposited soils.

Roadway embankment soils were encountered at the following approximate locations:

Alignment	Stations (±)
-L-	19+55 to 21+75
-L-	49+75 to 57+00
-Y1-	14+25 to 18+55

The roadway embankment soils encountered appear to be derived from the on-site soils along the -L- alignment. Roadway embankment fill was encountered up to a maximum depth of about 16 feet at the south approach to the US 70 Bypass. The roadway embankment soils predominately consist of loose to dense, moist, silty fine to coarse sand, trace clay, gravel and asphalt debris (A-2-4) and slightly plastic clayey fine to coarse sand (A-2-6). The plasticity indices of the sandy soils tested range from 3 to 4 percent with 17 to 25 percent passing the #200 sieve.

Artificial fill soils were encountered at the following approximate locations:

Alignment	Stations (±)
-L-	25+50 to 27+00
-L-	27+50 to 31+50

Artificial fill soils were encountered along several berms constructed along the left shoulder of the roadway to a depth of about 3.5 feet beneath the ground surface. The artificial fill soils consist of loose, dry, silty fine sand (A-2-4). These soils appeared to be non-plastic and no laboratory testing was performed on these soils.

Undivided Coastal Plain deposits are present at the surface along the shoulders and beneath the roadway embankment and artificial fill soils. The Undivided Coastal Plain soils can be generalized as alternating layers of sand, silt and clay. The near surface Undivided Coastal Plain sands generally consist of loose to medium dense, dry to wet, silty and clayey fine to coarse sands (A-2-4 and A-2-6) with trace gravel and organics. The tested clayey sands were slightly plastic and exhibited plasticity indices of 12 to 15 percent with 32 to 35 percent passing the #200 sieve The cohesive soils consist of medium stiff to hard, moist to wet, non-plastic to slightly plastic fine sandy silt (A-4), slightly to highly plastic fine to coarse sandy clay (A-6) and moderately to highly plastic silty clay (A-7-6) with trace gravel. These cohesive soils were encountered at or near the existing ground surface on most of the project. The plasticity indices of the clayey soils range from 6 to 29 percent with 36 to 68 percent passing the #200 sieve and natural moisture contents of 16 to 25 percent based on laboratory testing.

Groundwater

Generally, groundwater and surface water runoff along the project flows south and east to the Neuse River which empties into Pamlico Sound. Groundwater was encountered during drilling and sampling along the alignment investigated at depths as shallow as 2 feet to greater than 10 feet beneath the ground surface. At the time of our investigation no water was observed standing in the shoulder ditches. Groundwater where encountered, was typically between 4 and 6 feet beneath the ground surface at elevations ranging from as high as 125.6 feet at the north end of the corridor to as low as about 118.1 feet along the south end of the corridor.

The depth of groundwater, beneath the ground surface, will fluctuate with seasonal precipitation and may occur at higher levels at other times of the year above less permeable clayey soils.

Areas of Special Geotechnical Interest

1) Plastic Soils - Moderately to highly plastic soils with plastic indices (PI) of 16 or greater were encountered at the following locations:

Alignment	Stations (±)
-L-	6+79 to 23+00
-L-	26+00 to 27+50
-L-	28+50 to 29+00
-L-	37+75 to 53+00
-Y1-	10+00 to 32+15
-Y2-	10+00 to 11+30
-Y3-	12+45 to 13+96
-Y4-	10+00 to 11+25
-Y5-	13+55 to 24+50

A discussion of these plastic soils is located above in the section titled “Soil Properties”.

2) Groundwater- The following intervals were found to exhibit a high-water table, seasonal high groundwater or potential for groundwater related construction problems:

Alignment	Stations (±)
-L-	16+00 to 47+00
-Y1-	10+00 to 32+15
-Y2-	10+00 to 11+30
-Y4-	10+00 to 11+25
-Y5-	13+55 to 29+00

3) Environmental- A petroleum like odor was detected in the sandy clayey soils in boring L_4450 between the depths of 3 to 8 feet, located 40 feet right of the -L- centerline at the following interval:

Alignment	Stations (±)
-L-	44+50

BULK SAMPLES

No bulk samples were obtained.

Sincerely,
Terracon Consultants, Inc.

NORTH CAROLINA PROFESSIONAL SEAL 14155 ENGINEER ABNER F. RIGGS, JR.

DocuSigned by:
Abner Riggs Jr.
C2F6ACA84D274B1...
1/14/2026

Abner F. Riggs, Jr., PE
Senior Geotechnical Engineer

Signed by:
Matthew Hartman
C292402FCACB445...
1/14/2026

Matthew L. Hartman, PG
Project Geologist

PROJECT REFERENCE NO.	SHEET NO.
U-4753	4

0 100 200
FEET

MATCH LINE 15+25 -Y1- SEE SHEET 9

UNDIVIDED COASTAL PLAIN

ROADWAY EMBANKMENT

Y1_1650
16+50 -Y1-
25' RT

UNDIVIDED COASTAL PLAIN

POT Sta.19+61.90 -Y1- =
POT Sta.15+18.70 -L-

BEGIN TIP PROJECT U-4753
-L- POT Sta. 9+15.15
END MILLING

MICHAEL G. COX

MICHAEL G COX

UNDIVIDED COASTAL PLAIN

-Y1- PT Sta. 17+93.17

Y1_1850
18+50 -Y1-
35' LT

L_950
9+50 -L-
35' LT

L_1350
13+50 -L-
35' LT

L_1850
18+50 -L-
49' LT

-L- POT Sta. 6+00.00

-L-

SR 1556 (WAYNE MEMORIAL DRJ) 59' PAVED

BEGIN CONSTRUCTION
-L- POT Sta. 6+79.24
BEGIN MILLING

COUNTY OF WAYNE

L_1150
11+50 -L-
45' RT

UNDIVIDED COASTAL PLAIN

Y1_2100
21+00 -Y1-
35' RT

L_1650
16+50 -L-
40' RT

UNDIVIDED COASTAL PLAIN

COUNTY OF WAYNE

BPR GOLDSBORO, LLC

MARGUERITE H COX

Y1_2300
23+00 -Y1-
30' RT

PENTECOSTAL FREE WILL BAPTIST CHURCH, INC.

TERESA M. DISNEY
ANTHONY J. LICCARDO

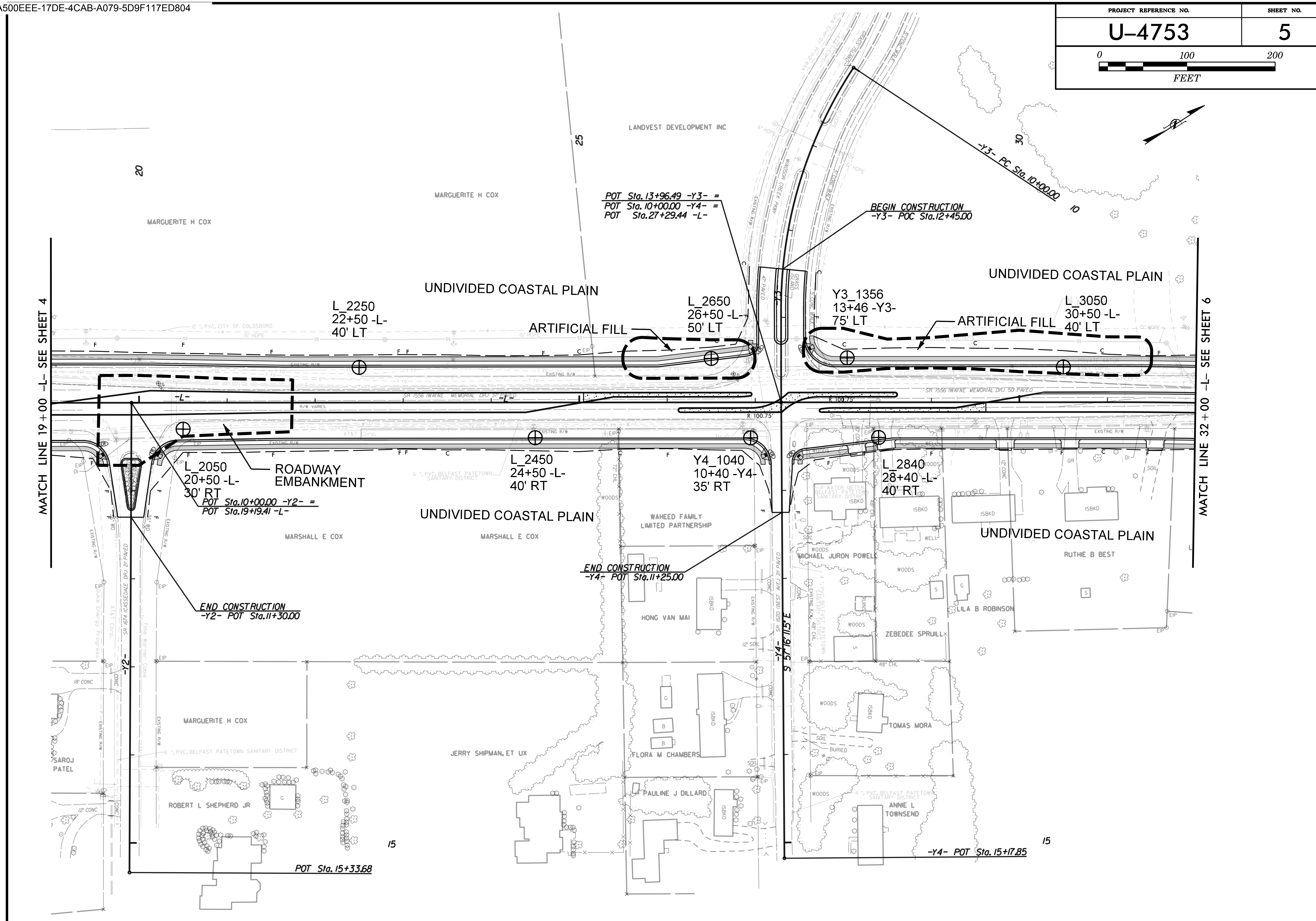
CITY OF GOLDSBORO

Y1_2500
25+00 -Y1-
25' RT

MATCH LINE 25+00 -Y1- SEE SHEET 10

MATCH LINE 19+00 -L- SEE SHEET 5

PROJECT REFERENCE NO.	SHEET NO.
U-4753	5



PROJECT REFERENCE NO.	SHEET NO.
U–4753	6

0 100 200
FEET

MATCH LINE 15+80 –Y5– SEE SHEET 11

MATCH LINE 32+00 –L– SEE SHEET 5

MATCH LINE 45+00 –L– SEE SHEET 7

MATCH LINE 26+10 –Y5– SEE SHEET 12

Y5_1650
16+50 -Y5-
35' RT

Y5_1850
18+50 -Y5-
20' RT

L_3450
34+50 -L-
30' LT

L_3850
38+50 -L-
30' LT

L_4050
40+50 -L-
40' LT

L_4250
42+50 -L-
45' LT

L_3250
32+50 -L-
40' RT

L_3650
36+50 -L-
40' RT

L_4450
44+50 -L-
40' RT

Y5_2350B
23+50 -Y5-
27' LT

Y5_2550
25+50 -Y5-
20' LT

ROBERT D KENDALL

CHANDU R PATEL
HIMANSU C PATEL

UNDIVIDED COASTAL PLAIN

BRYAN O MOORE

SAROJ C PATEL

PRIDE HOUSE FAMILY HOLDINGS LLC
DB 3428 PG 760

BELFAST-PATETOWN SANITARY DISTRICT

WILLIAM C GOODMAN JR

BESSIE L BEST

LA B ROBINSON

WAYNE COUNTY ABC BOARD

WAL-MART REAL ESTATE BUSINESS

WAYNE COUNTY BOARD OF EDUCATION

REBECCA A HERRING

YASSEN

REDCO PROP
DB 340
PC O SL

SHADYWOOD DR

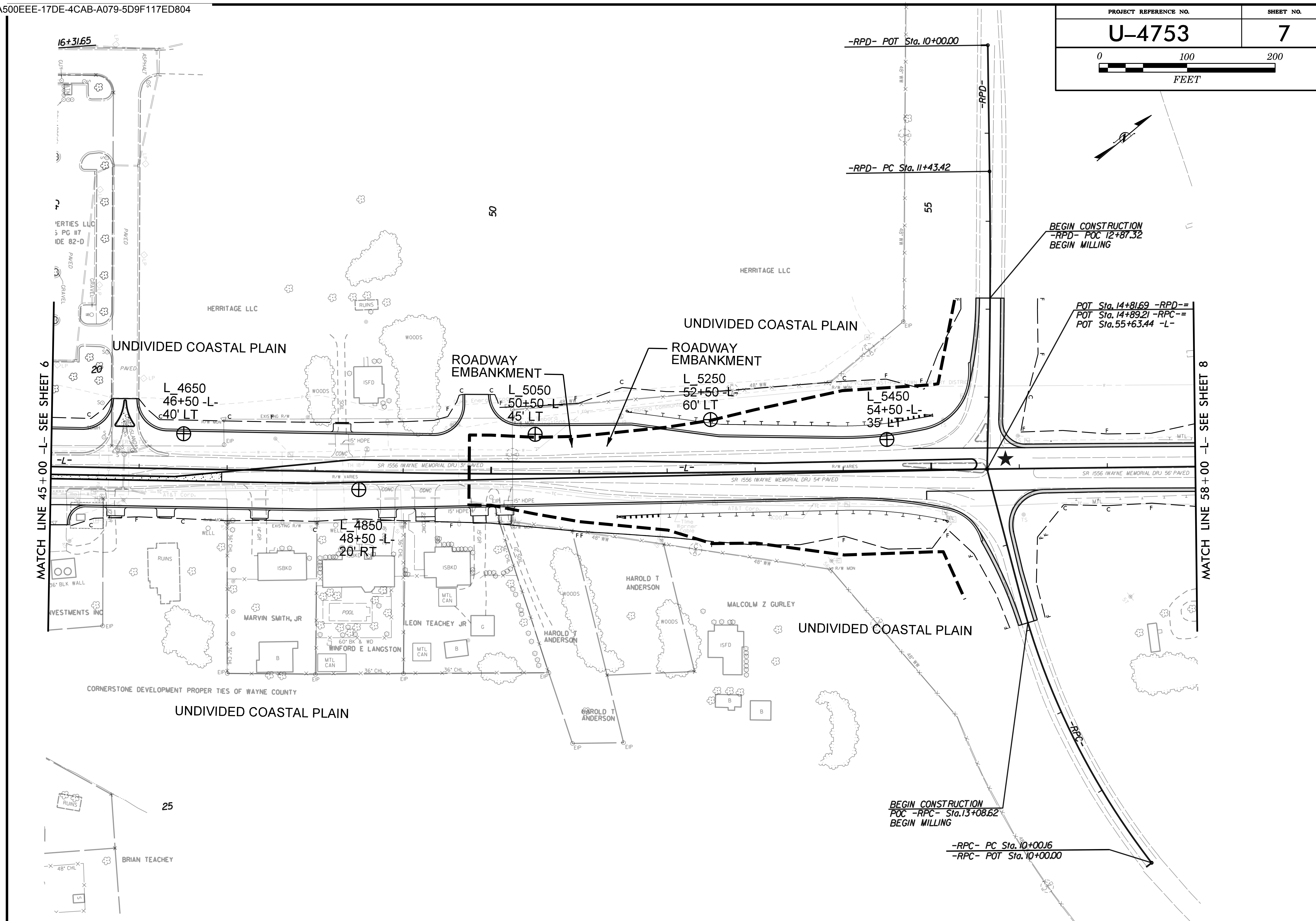
SR 1556 (WAYNE MEMORIAL DR) 36' PAVED

SR 1556 (WAYNE MEMORIAL DR) 46' PAVED

-Y5- SR 1571 (NW'S BOU 43' PAVED

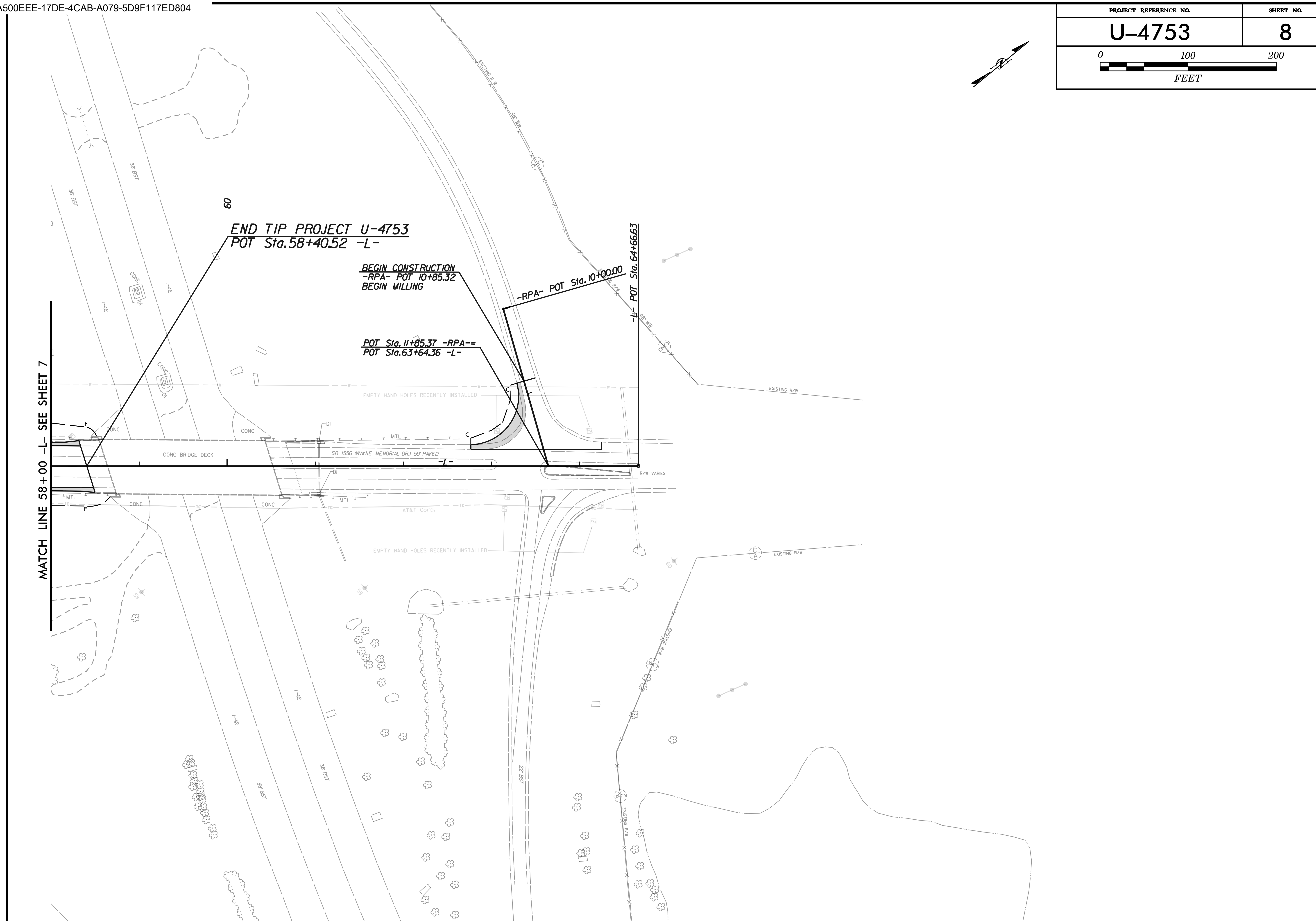
Docusign Envelope ID: 6A500EEE-17DE-4CAB-A079-5D9F117ED804

PROJECT REFERENCE NO.	SHEET NO.
U-4753	7



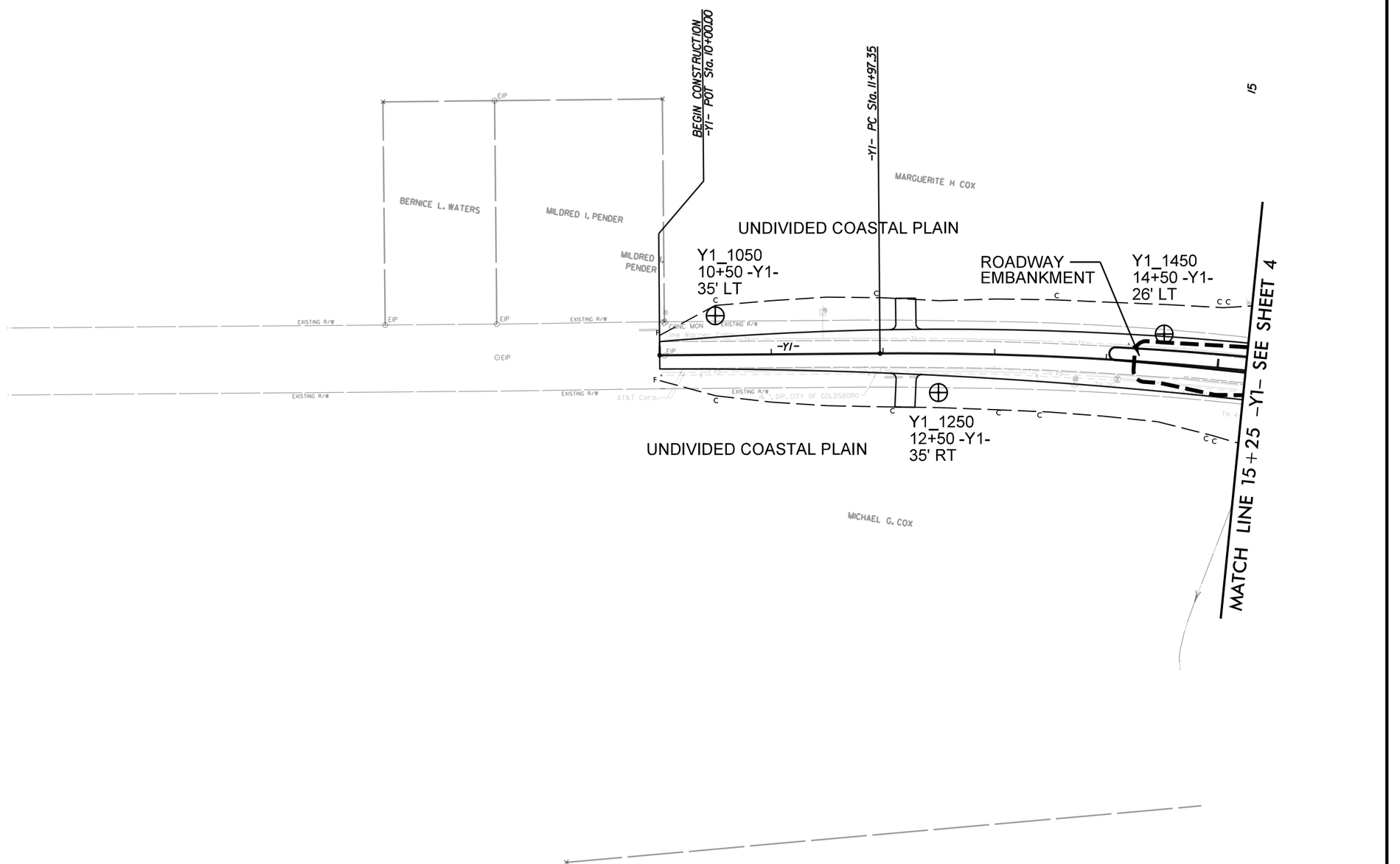
Docusign Envelope ID: 6A500EEE-17DE-4CAB-A079-5D9F117ED804

PROJECT REFERENCE NO.	SHEET NO.
U-4753	8

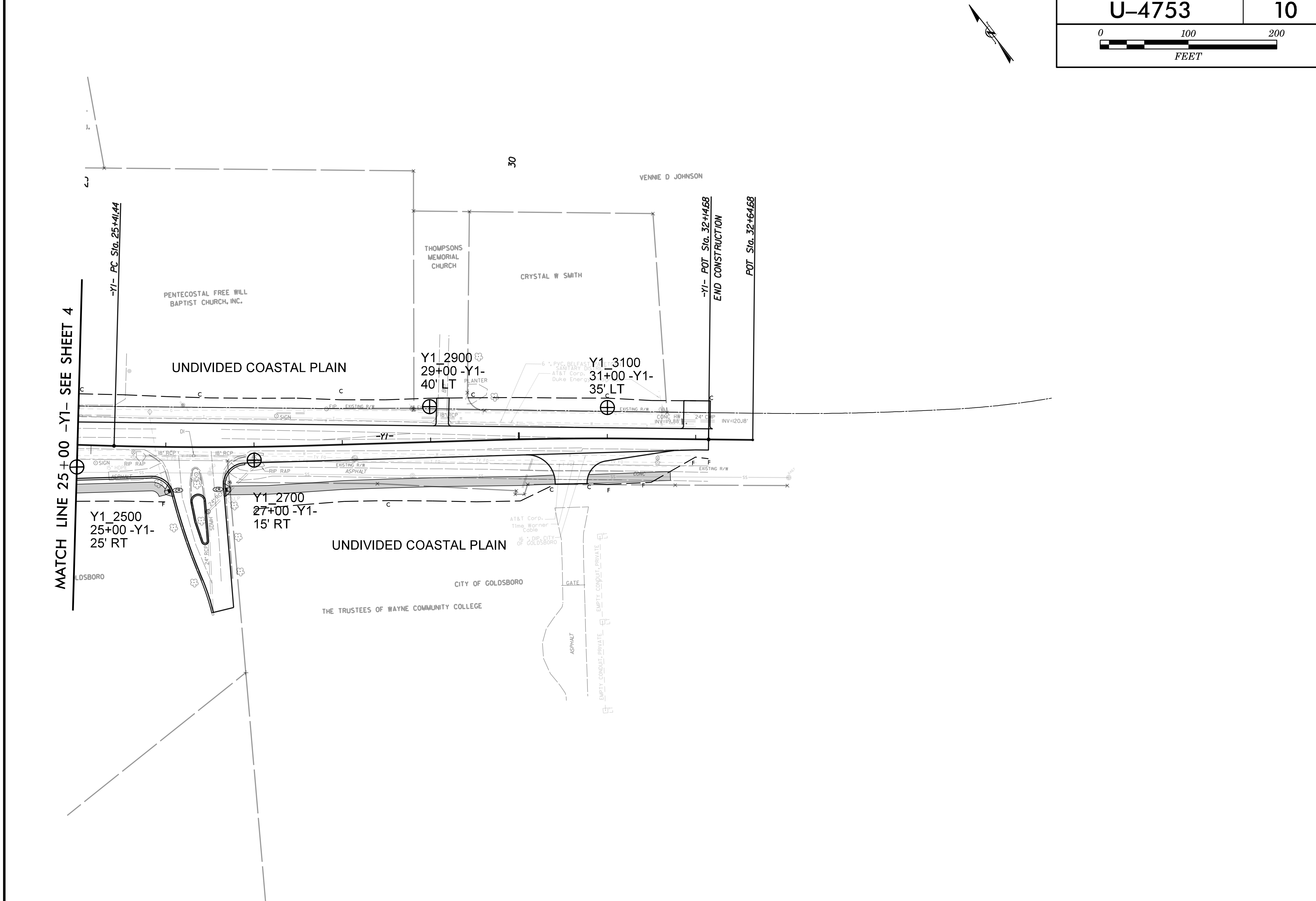


PROJECT REFERENCE NO.	SHEET NO.
U–4753	9

0 100 200
FEET



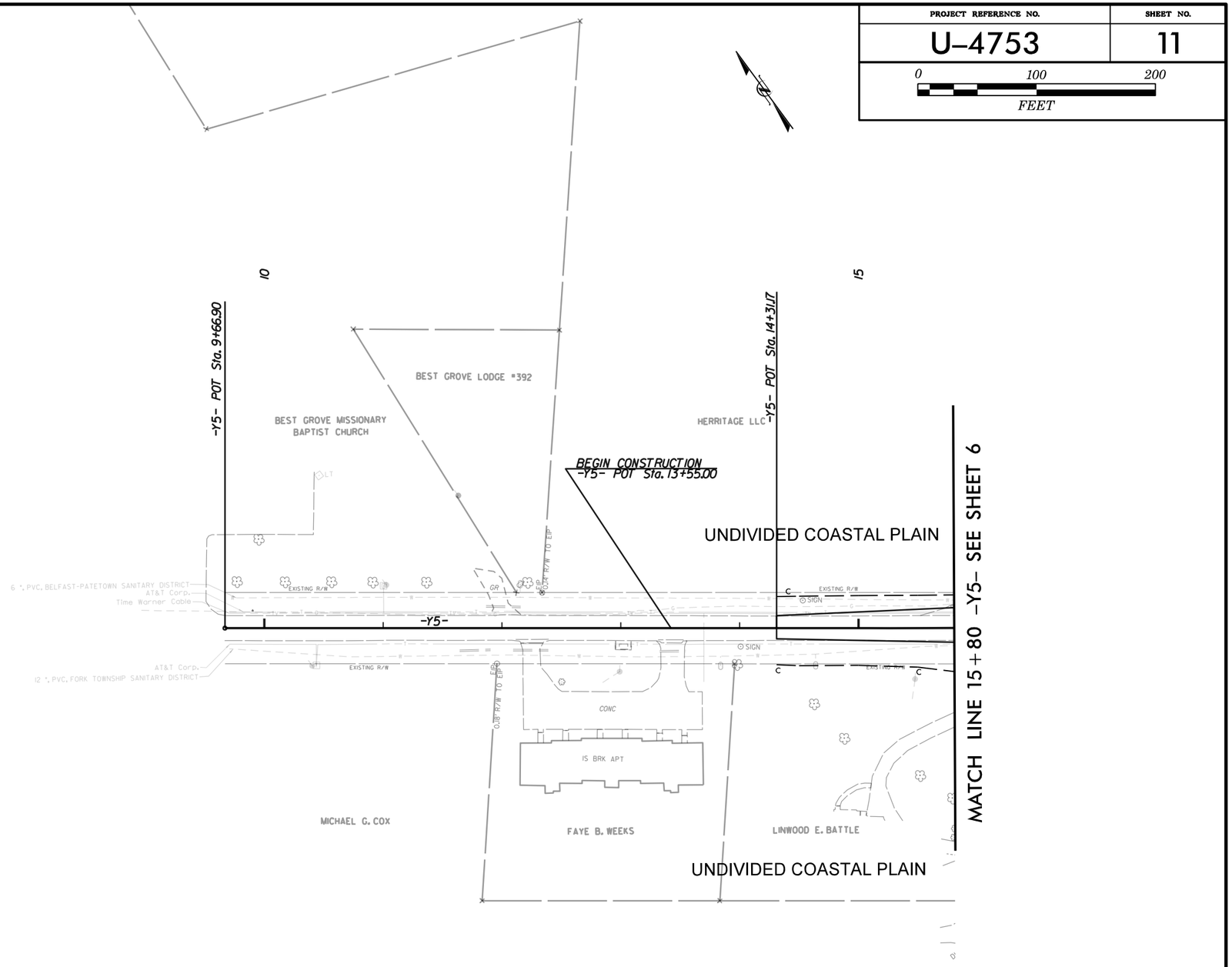
PROJECT REFERENCE NO.	SHEET NO.
U-4753	10



Docusign Envelope ID: 6A500EEE-17DE-4CAB-A079-5D9F117ED804

PROJECT REFERENCE NO.	SHEET NO.
U–4753	11

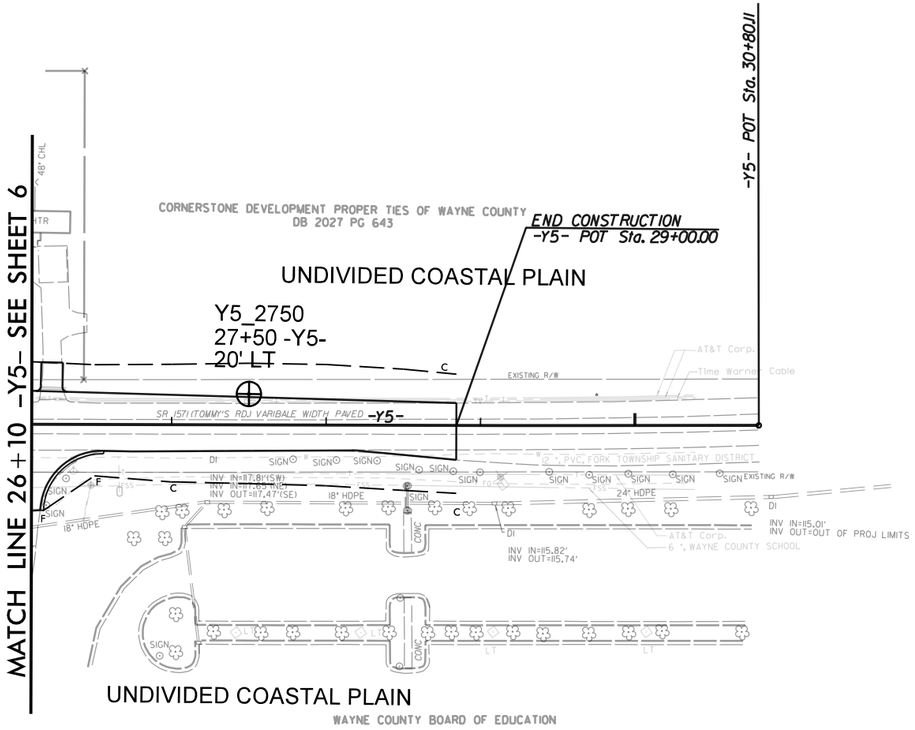
0 100 200
FEET

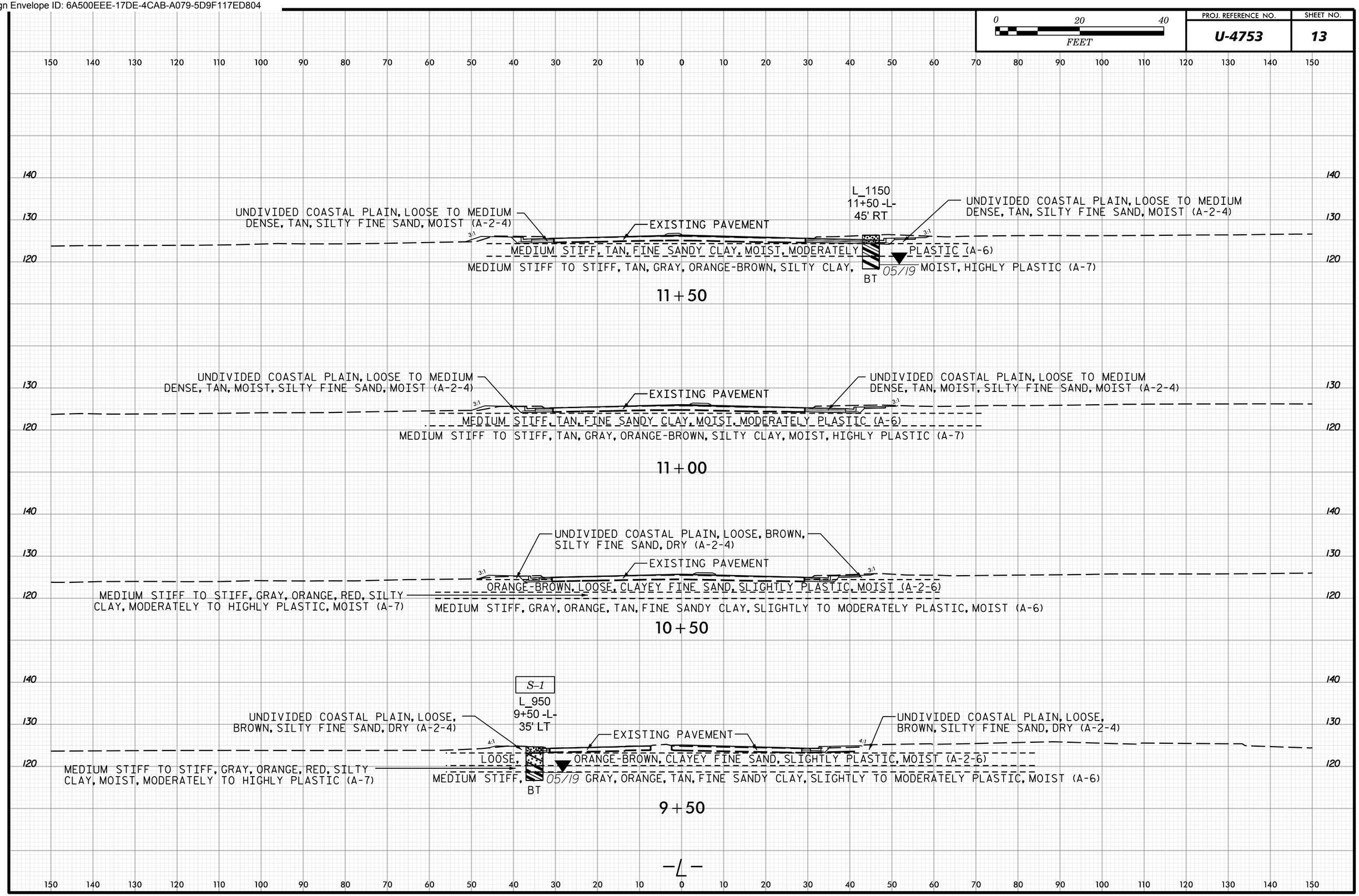


PROJECT REFERENCE NO.	SHEET NO.
U–4753	12

0 100 200
FEET

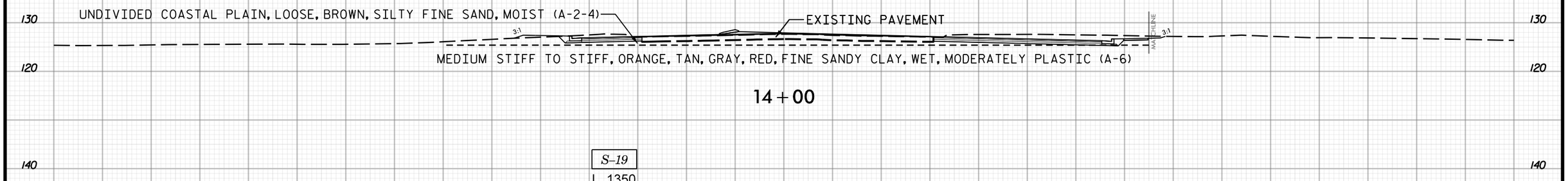
30

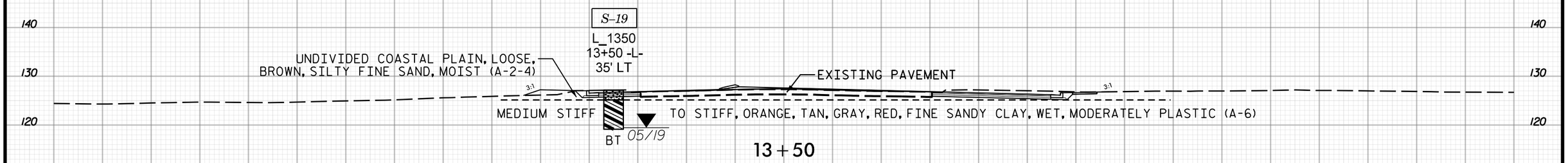


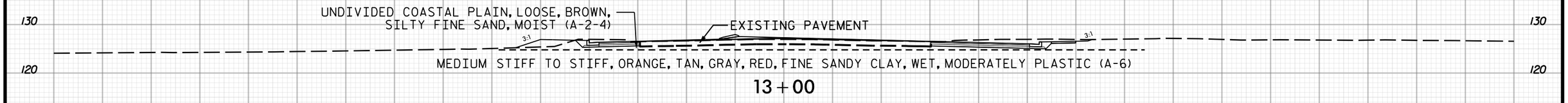


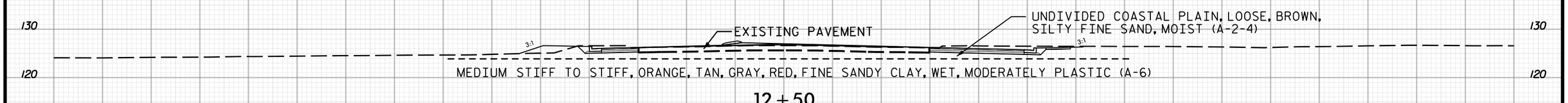
0 20 40 FEET	PROJ. REFERENCE NO.	SHEET NO.
	U-4753	14

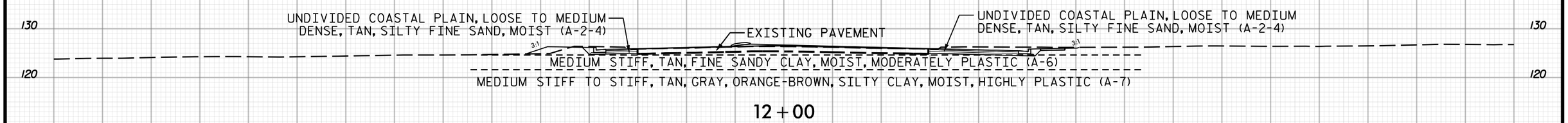
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



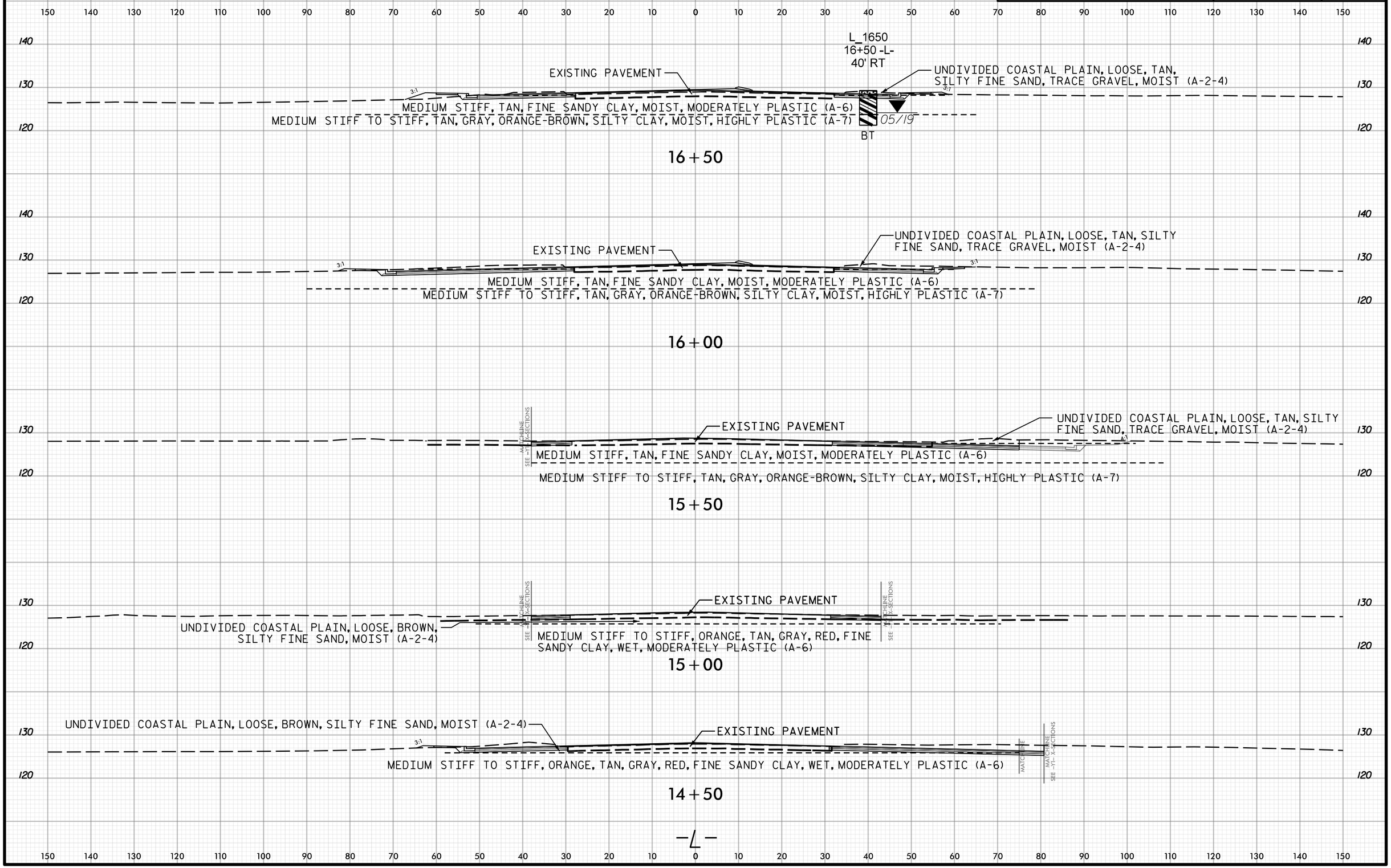






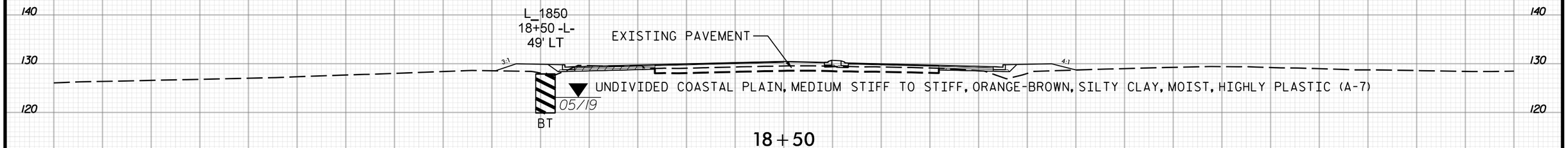


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

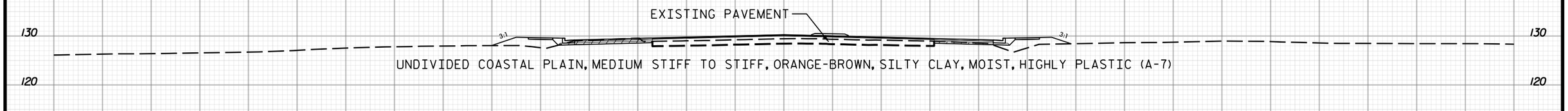


0 20 40 FEET	PROJ. REFERENCE NO.	SHEET NO.
	U-4753	16

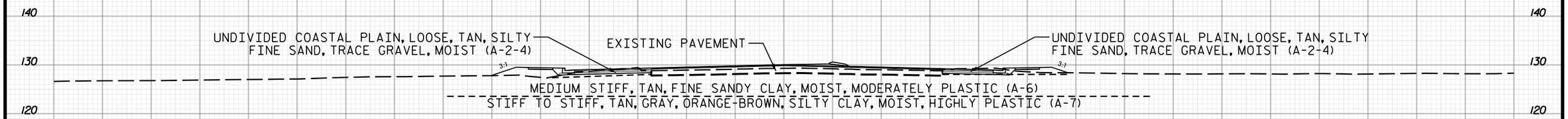
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



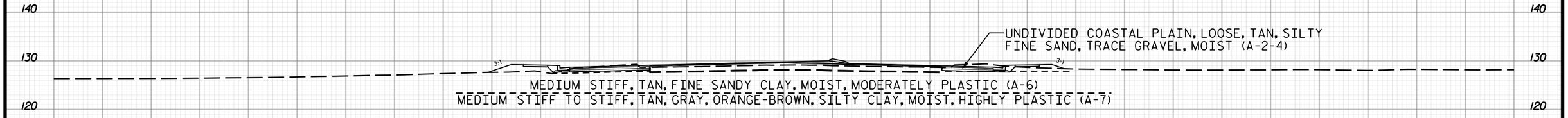
18 + 50



18 + 00



17 + 50



17 + 00

-L-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	17

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

EXISTING PAVEMENT

ROADWAY EMBANKMENT, LOOSE TO DENSE, TAN, SILTY FINE SAND, MOIST (A-2-4)

3:1 4:1

130 120

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED-BROWN, TAN, GRAY, FINE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

MEDIUM STIFF TO STIFF, TAN, GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

21+00

S-27
L_2050
20+50 -L-
30' RT

EXISTING PAVEMENT

ROADWAY EMBANKMENT, LOOSE TO DENSE, TAN, SILTY FINE SAND, MOIST (A-2-4)

3:1 4:1

140 130 120

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED-BROWN, TAN, GRAY, FINE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

05/19

MEDIUM STIFF TO STIFF, TAN, GRAY, SILTY CLAY, MOIST, BT HIGHLY PLASTIC (A-7)

20+50

ROADWAY EMBANKMENT, TAN, LOOSE TO DENSE, SILTY FINE SAND, MOIST (A-2-4)

EXISTING PAVEMENT

3:1

140 130 120

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED-BROWN, TAN, GRAY, FINE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

MEDIUM STIFF TO STIFF, TAN, GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

20+00

EXISTING PAVEMENT

3:1

140 130 120

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, ORANGE-BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

19+50

EXISTING PAVEMENT

3:1 4:1

140 130 120

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF TO STIFF, ORANGE-BROWN, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

19+00

-L-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40 FEET	PROJ. REFERENCE NO.	SHEET NO.
	U-4753	18

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

S-26

L_2450
24+50 -L-
40' RT

140
130
120

EXISTING PAVEMENT
UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, SILTY FINE SAND, MOIST (A-2-4)
3:1
3:1
MEDIUM STIFF TO STIFF, TAN, GRAY, FINE SANDY CLAY, WET, SLIGHTLY PLASTIC (A-6)
05/19
DENSE, PINK, GRAY, SILTY FINE TO COARSE SAND, WET (A-2-4)
BT

24 + 50

L_2250
22+50 -L-
40' LT

140
130
120

EXISTING PAVEMENT
UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)
3:1
4:1
MEDIUM STIFF, STIFF TO VERY STIFF, TAN, ORANGE, FINE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)
05/19
STIFF, GRAY, RED, TAN, SILTY CLAY, WET, HIGHLY PLASTIC (A-7)
BT

22 + 50

130
120

EXISTING PAVEMENT
UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)
3:1
4:1
MEDIUM STIFF, TAN, ORANGE, FINE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)
STIFF TO VERY STIFF, GRAY, RED, TAN, SILTY CLAY, WET, HIGHLY PLASTIC (A-7)

22 + 00

130
120

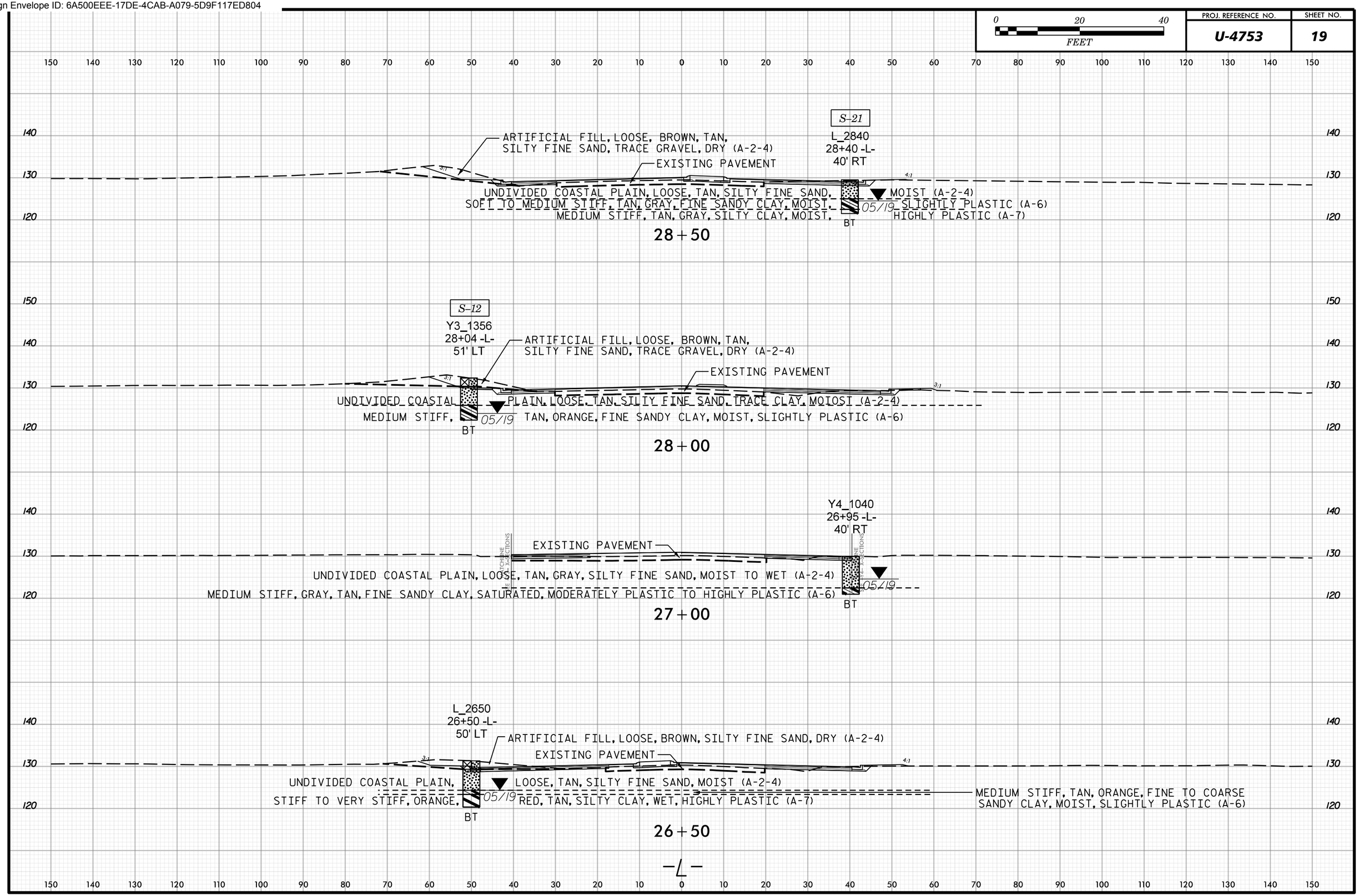
EXISTING PAVEMENT
ROADWAY EMBANKMENT, LOOSE TO DENSE, TAN, SILTY FINE SAND, MOIST (A-2-4)
3:1
4:1
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED-BROWN, TAN, GRAY, FINE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)
MEDIUM STIFF TO STIFF, TAN, GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

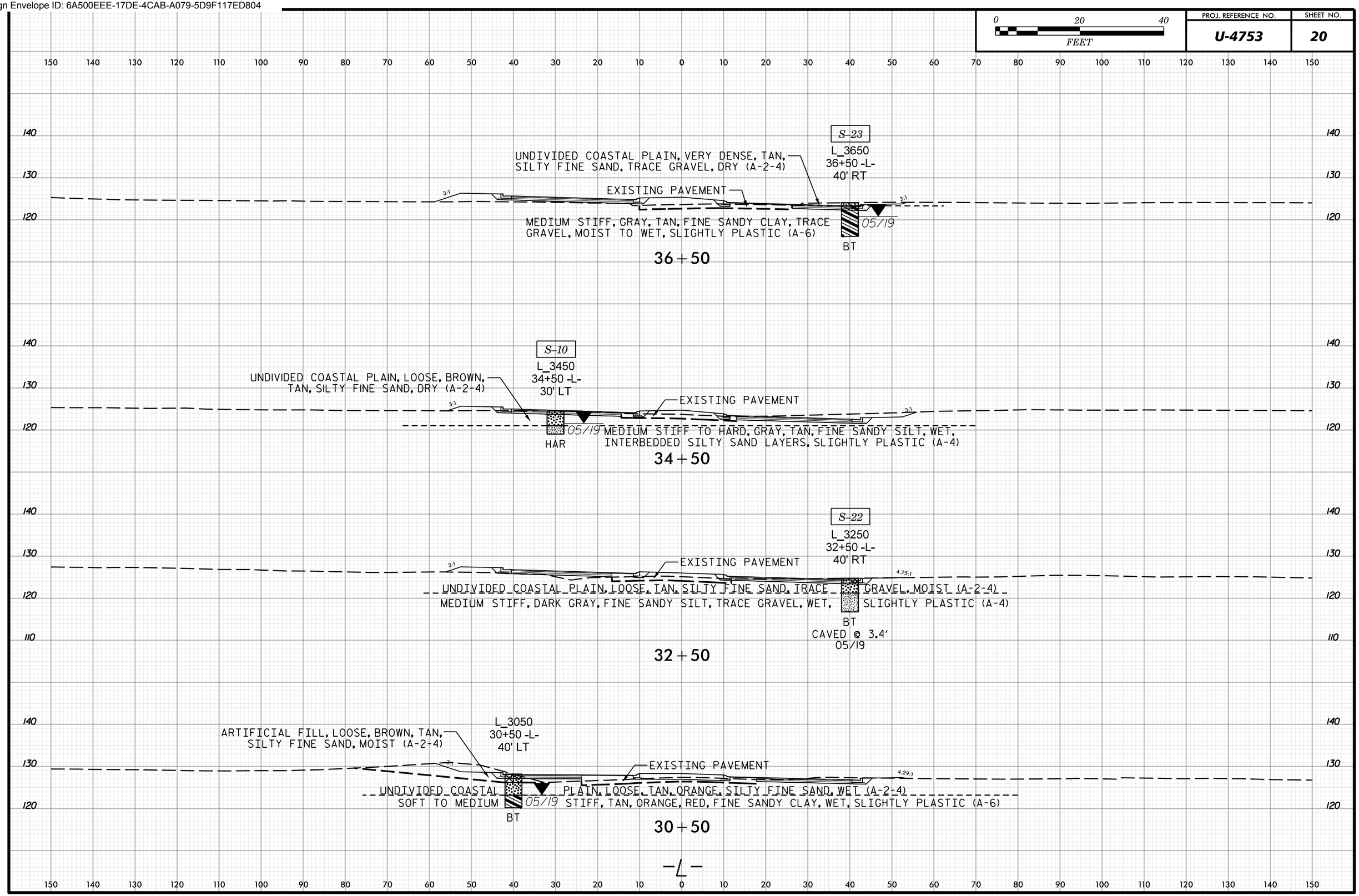
21 + 50

-L-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40 FEET	PROJ. REFERENCE NO.	SHEET NO.
	U-4753	19





0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	21

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

130
120

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)
EXISTING PAVEMENT
3:1
4:1
MEDIUM STIFF TO HARD, TAN, ORANGE, RED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

39 + 50

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)
EXISTING PAVEMENT
3:1
3:1
MEDIUM STIFF TO HARD, TAN, ORANGE, RED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

39 + 00

L_3850
38+50 -L-
30' LT

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)
EXISTING PAVEMENT
3:1
3:1
05/19 MEDIUM STIFF TO HARD, TAN, ORANGE, RED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)
HAR

38 + 50

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)
EXISTING PAVEMENT
3:1
3:1
MEDIUM STIFF TO HARD, TAN, ORANGE, RED, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

38 + 00

UNDIVIDED COASTAL PLAIN, VERY DENSE, TAN, SILTY FINE SAND, TRACE GRAVEL, DRY (A-2-4)
EXISTING PAVEMENT
3:1
3:1
MEDIUM STIFF, GRAY, TAN, FINE SANDY CLAY, TRACE GRAVEL, MOIST TO WET, SLIGHTLY PLASTIC (A-6)

37 + 50

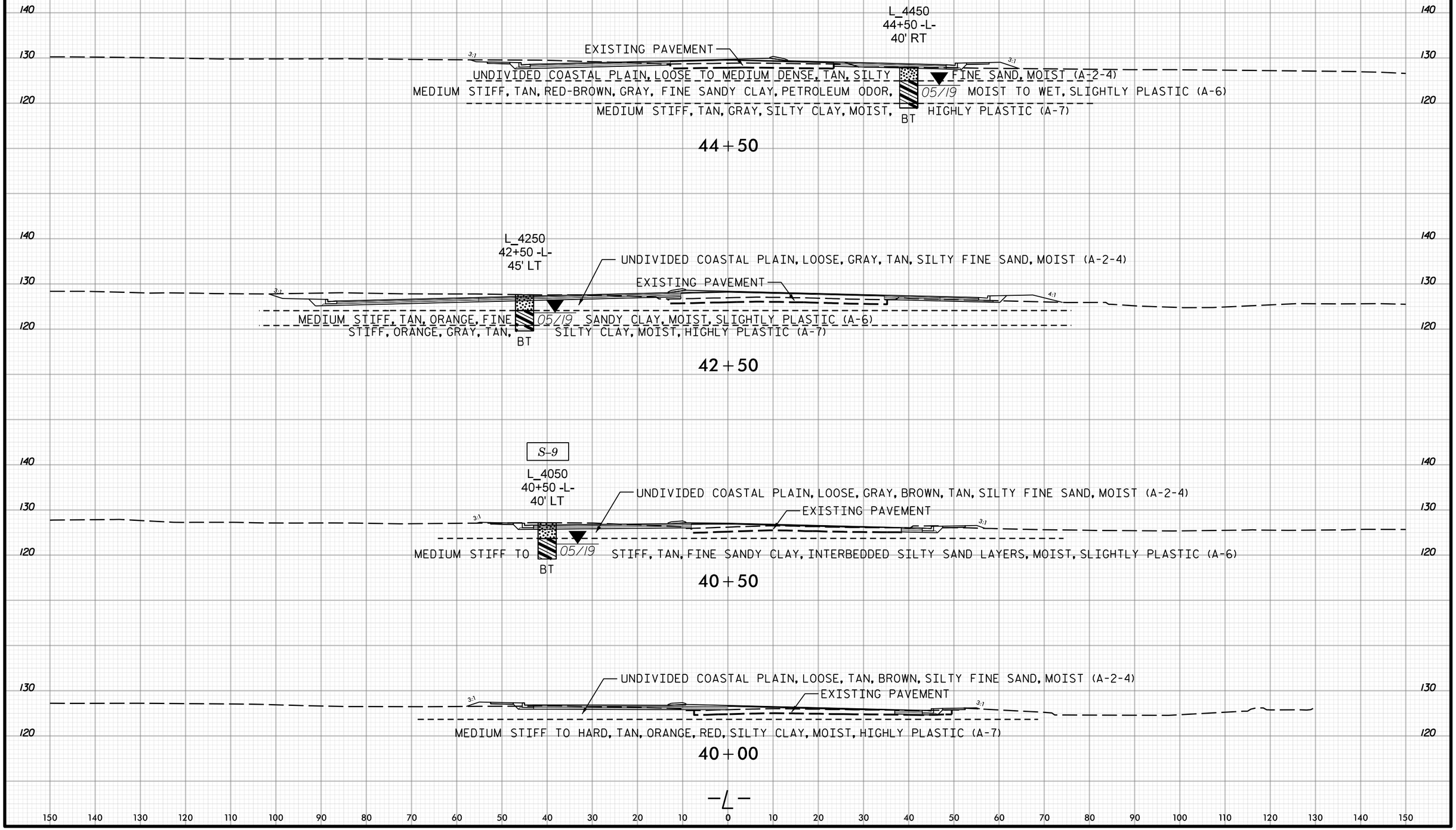
-L-

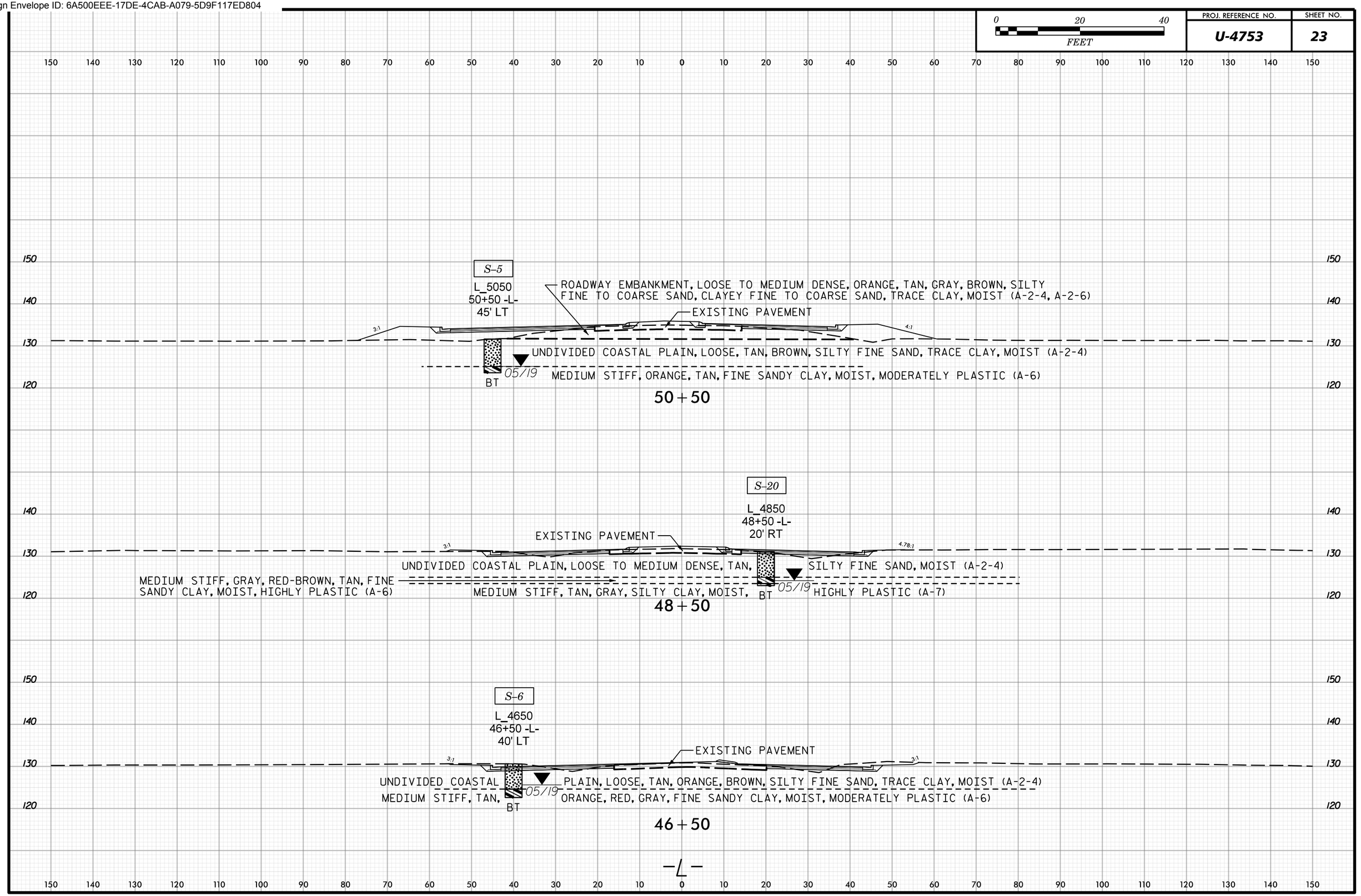
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40
FEET

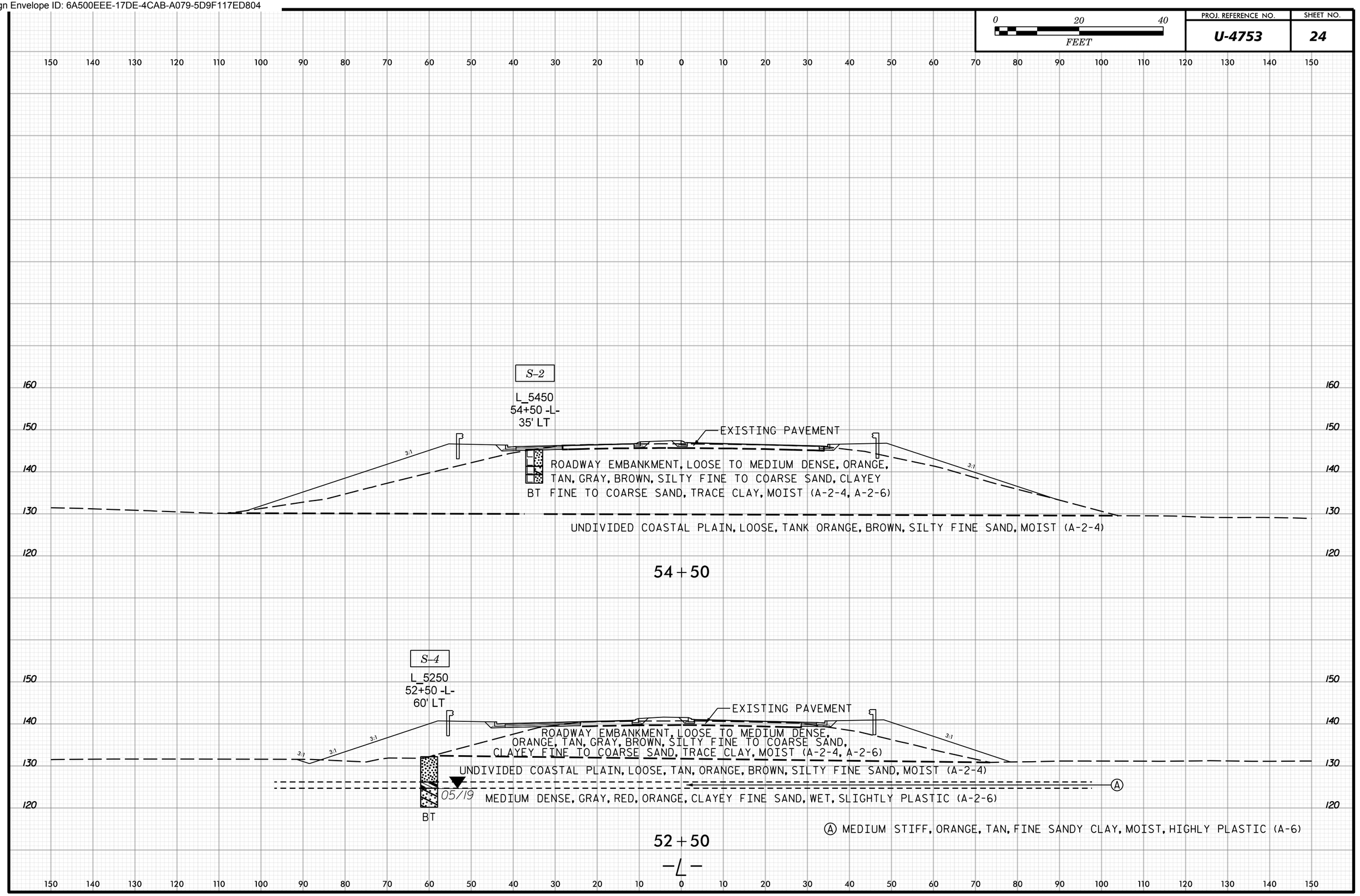
PROJ. REFERENCE NO.	SHEET NO.
U-4753	22

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150





0 20 40 FEET	PROJ. REFERENCE NO.	SHEET NO.
	U-4753	24



0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	25

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

130
120

UNDIVIDED COASTAL PLAIN, LOOSE, GRAY, BROWN, SILTY FINE SAND, DRY (A-2-4)
EXISTING PAVEMENT
3:1
4:1
4:1
MEDIUM STIFF TO VERY STIFF, GRAY, ORANGE, ORANGE-BROWN, TAN,
FINE SANDY CLAY, DRY, MODERATELY PLASTIC (A-6)

11+50

130
120

UNDIVIDED COASTAL PLAIN, LOOSE, GRAY, BROWN, SILTY FINE SAND, DRY (A-2-4)
EXISTING PAVEMENT
3:1
4:1
MEDIUM STIFF TO VERY STIFF, GRAY, ORANGE, ORANGE-BROWN, TAN,
FINE SANDY CLAY, DRY, MODERATELY PLASTIC (A-6)

11+00

140
130
120

S-17
Y1_1050
10+50 -Y1-
35' LT

UNDIVIDED COASTAL PLAIN, LOOSE, GRAY, BROWN, SILTY FINE SAND, DRY (A-2-4)
EXISTING PAVEMENT
3:1
4:1
4:1
MEDIUM STIFF TO
FINE SANDY
BT
05/19
VERY STIFF, GRAY, ORANGE, ORANGE-BROWN, TAN,
CLAY, DRY, MODERATELY PLASTIC (A-6)

10+50

130
120

UNDIVIDED COASTAL PLAIN, LOOSE, GRAY, BROWN, SILTY FINE SAND, DRY (A-2-4)
EXISTING PAVEMENT
3:1
3:1
MEDIUM STIFF TO VERY STIFF, GRAY, ORANGE, ORANGE-BROWN, TAN,
FINE SANDY CLAY, DRY, MODERATELY PLASTIC (A-6)

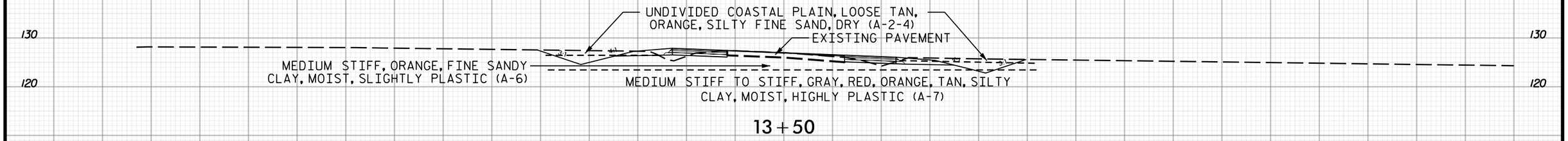
10+00

-Y1-

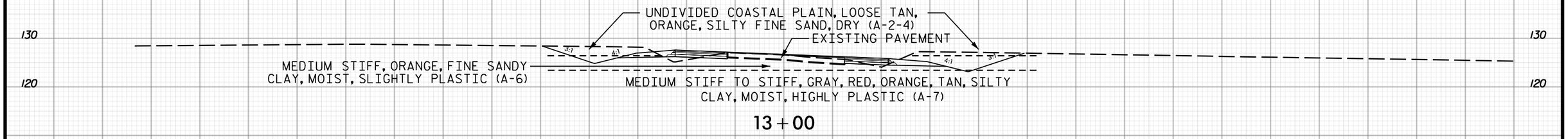
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40 FEET	PROJ. REFERENCE NO.	SHEET NO.
	U-4753	26

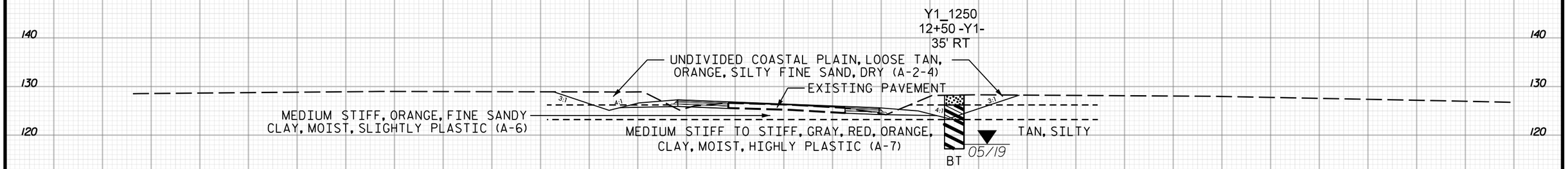
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



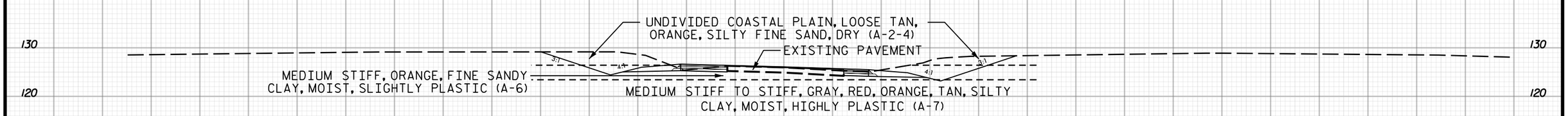
13 + 50



13 + 00



12 + 50



12 + 00

-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	27

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

140
130
120

ROADWAY EMBANKMENT, LOOSE, BROWN, TAN, FINE SILTY SAND, TRACE CLAY, TRACE ASPHALT DEBRIS, TRACE GRAVEL, MOIST (A-2-4)

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)

MEDIUM STIFF, ORANGE, FINE SANDY CLAY, WET, MODERATELY PLASTIC (A-6)

16 + 00

140
130
120

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)

ROADWAY EMBANKMENT, LOOSE, BROWN, TAN, FINE SILTY SAND, TRACE CLAY, TRACE ASPHALT DEBRIS, TRACE GRAVEL, MOIST (A-2-4)

EXISTING PAVEMENT

MEDIUM STIFF, ORANGE, TAN, FINE SANDY CLAY, SLIGHTLY PLASTIC, WET (A-6)

STIFF TO VERY STIFF, GRAY, TAN, SILTY CLAY, WET, MODERATELY TO HIGHLY PLASTIC (A-7)

15 + 50

S-15

Y1_1450
14+50 -Y1-
26' LT

140
130
120

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)

ROADWAY EMBANKMENT, LOOSE, BROWN, TAN, FINE SILTY SAND, TRACE CLAY, TRACE ASPHALT DEBRIS, TRACE GRAVEL, MOIST (A-2-4)

EXISTING PAVEMENT

MEDIUM STIFF, ORANGE, TAN, FINE SANDY CLAY, SLIGHTLY PLASTIC, WET (A-6)

STIFF TO VERY STIFF, 05/19 GRAY, TAN, SILTY CLAY, WET, MODERATELY TO HIGHLY PLASTIC (A-7)

BT

14 + 50

130
120

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, BROWN, SILTY FINE SAND, MOIST (A-2-4)

EXISTING PAVEMENT

MEDIUM STIFF, ORANGE, TAN, FINE SANDY CLAY, SLIGHTLY PLASTIC, WET (A-6)

STIFF TO VERY STIFF, GRAY, TAN, SILTY CLAY, WET, MODERATELY TO HIGHLY PLASTIC (A-7)

14 + 00

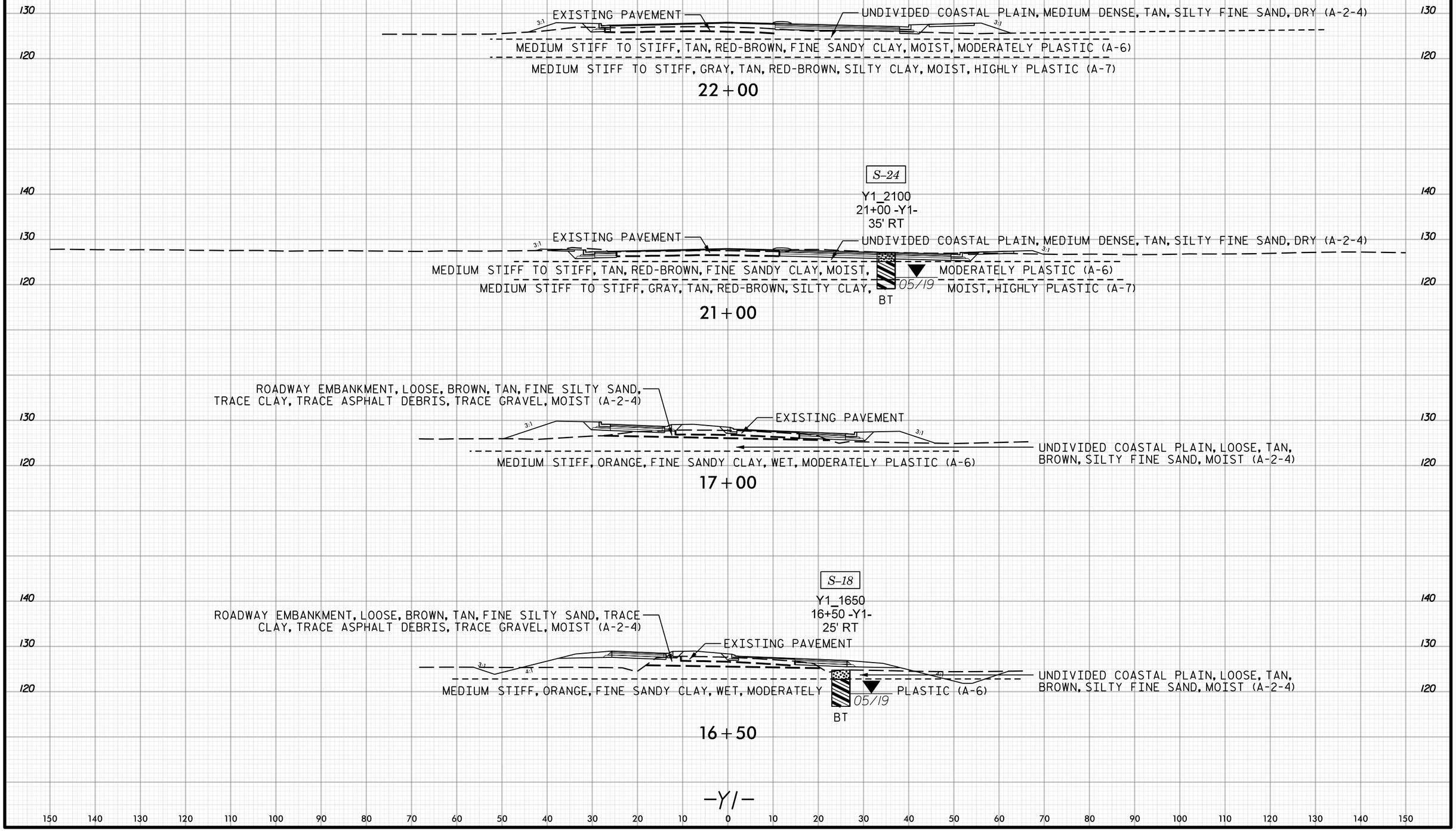
-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	28

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	29

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

130
120

EXISTING PAVEMENT
UNDIVIDED COASTAL PLAIN, DENSE, TAN, SILTY FINE SAND, DRY TO MOIST (A-2-4)
3:1
3:1
MEDIUM STIFF, GRAY, TAN, FINE SANDY CLAY, MOIST TO SATURATED, MODERATELY PLASTIC (A-6)

24+00

130
120

EXISTING PAVEMENT
UNDIVIDED COASTAL PLAIN, DENSE, TAN, SILTY FINE SAND, DRY TO MOIST (A-2-4)
3:1
3:1
MEDIUM STIFF, GRAY, TAN, FINE SANDY CLAY, MOIST TO SATURATED, MODERATELY PLASTIC (A-6)

23+50

140
130
120

Y1_2300
23+00 -Y1-
30' RT
EXISTING PAVEMENT
UNDIVIDED COASTAL PLAIN, DENSE, TAN, SILTY FINE SAND, DRY TO MOIST (A-2-4)
3:1
3:1
MEDIUM STIFF, GRAY, TAN, FINE SANDY CLAY, MOIST TO SATURATED, MODERATELY PLASTIC (A-6)
HAR

23+00

130
120

EXISTING PAVEMENT
UNDIVIDED COASTAL PLAIN, DENSE, TAN, SILTY FINE SAND, DRY TO MOIST (A-2-4)
3:1
3:1
MEDIUM STIFF, GRAY, TAN, FINE SANDY CLAY, MOIST TO SATURATED, MODERATELY PLASTIC (A-6)

22+50

-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	30

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

130
120

EXISTING PAVEMENT

3:1 3:1

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, GRAY, FINE SANDY CLAY, MOIST, MODERATELY TO HIGHLY PLASTIC (A-6)

LOOSE TO MEDIUM DENSE, GRAY, SILTY FINE SAND, TRACE GRAVEL, MOIST (A-2-4)

26+00

130
120

EXISTING PAVEMENT

3:1 3:1 3:1

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, GRAY, FINE SANDY CLAY, MOIST, MODERATELY TO HIGHLY PLASTIC (A-6)

LOOSE TO MEDIUM DENSE, GRAY, SILTY FINE SAND, TRACE GRAVEL, MOIST (A-2-4)

25+50

140
130
120

S-25

Y1_2500
25+00 -Y1-
25' RT

3:1 4:1 3:1

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, GRAY, FINE SANDY CLAY, MOIST, MODERATELY TO HIGHLY PLASTIC (A-6)

05/19

LOOSE TO MEDIUM DENSE, GRAY, SILTY FINE SAND, TRACE GRAVEL, MOIST (A-2-4)

BT

25+00

130
120

EXISTING PAVEMENT

3:1 3:1

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, GRAY, FINE SANDY CLAY, MOIST, MODERATELY TO HIGHLY PLASTIC (A-6)

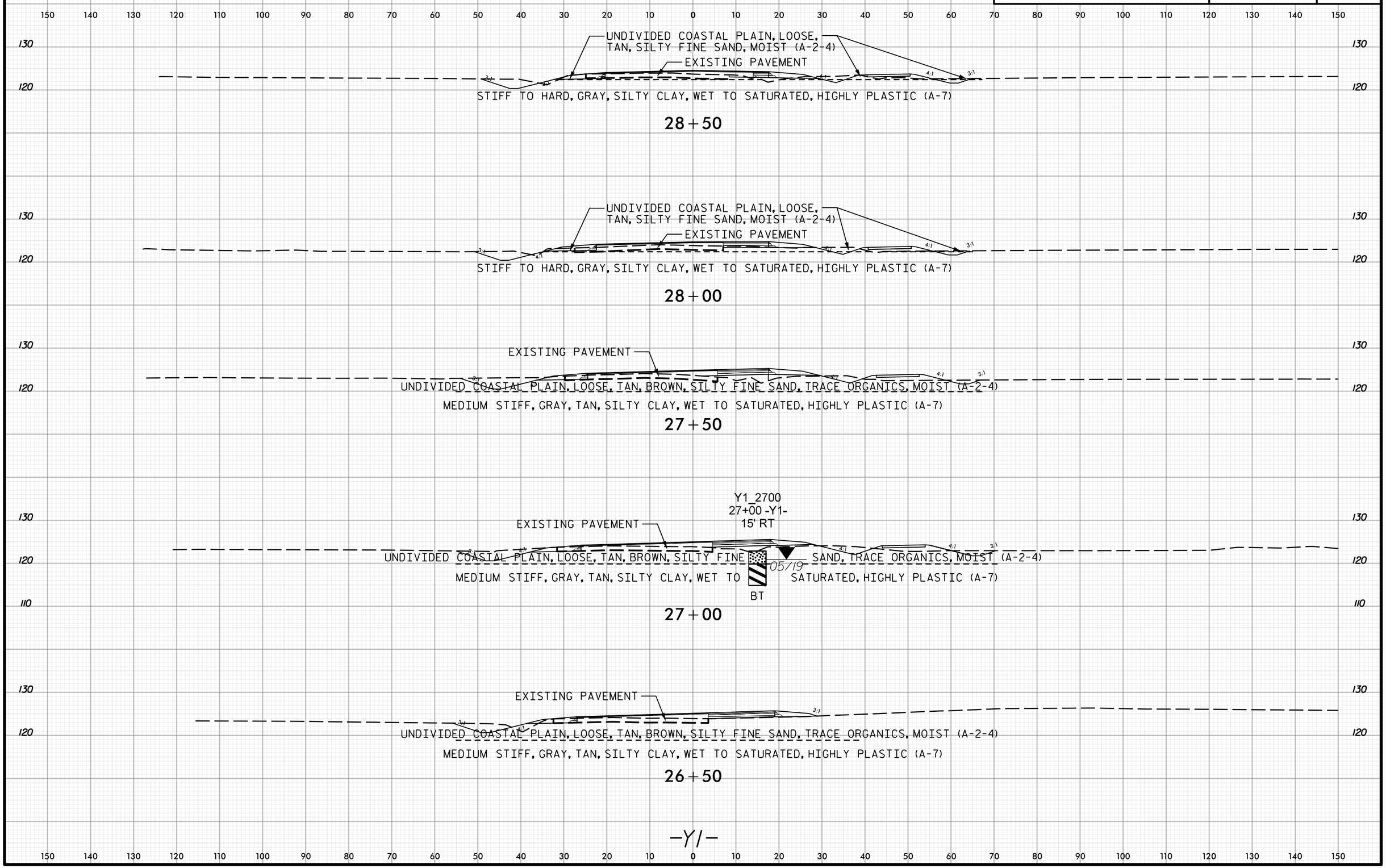
LOOSE TO MEDIUM DENSE, GRAY, SILTY FINE SAND, TRACE GRAVEL, MOIST (A-2-4)

24+50

-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40 FEET	PROJ. REFERENCE NO.	SHEET NO.
	U-4753	31



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

130
120

EXISTING PAVEMENT
PROPOSED DRIVEWAY
-3.00%
+2.87%
3:1
4:1

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, SILTY CLAY, WET, HIGHLY PLASTIC (A-7)

30+50

130
120

EXISTING PAVEMENT
3:1
4:1

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, SILTY CLAY, WET, HIGHLY PLASTIC (A-7)

30+00

130
120

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, SILTY FINE SAND, MOIST (A-2-4)
EXISTING PAVEMENT
4:1

STIFF TO HARD, GRAY, SILTY CLAY, WET TO SATURATED, HIGHLY PLASTIC (A-7)

29+50

Y1_2900
29+00 -Y1-
40' LT

130
120

UNDIVIDED COASTAL PLAIN, LOOSE, TAN, SILTY FINE SAND, MOIST (A-2-4)
EXISTING PAVEMENT
4:1
3:1

05/19
HAR

STIFF TO HARD, GRAY, SILTY CLAY, WET TO SATURATED, HIGHLY PLASTIC (A-7)

29+00

-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	33

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

120 130

EXISTING PAVEMENT

3:1

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

32+14.68

130 120

EXISTING PAVEMENT

3:1 4:1 3:1 3:1

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

32+00

130 120

EXISTING PAVEMENT

3:1 4:1 3:1 3:1

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

31+50

140 130 120 110

S-16

Y1_3100
31+00 -Y1-
35' LT

EXISTING PAVEMENT

3:1 3:1

05/19

UNDIVIDED COASTAL PLAIN, STIFF TO VERY STIFF, GRAY, SILTY CLAY, WET, HIGHLY PLASTIC (A-7-6)

BT

31+00

-Y1-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

130
120

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED-BROWN, TAN, GRAY, FINE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

MEDIUM STIFF TO STIFF, TAN, GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

11+30

130
120

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED-BROWN, TAN, GRAY, FINE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

MEDIUM STIFF TO STIFF, TAN, GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

11+00

130
120

3:1 3:1

EXISTING PAVEMENT

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED-BROWN, TAN, GRAY, FINE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

MEDIUM STIFF TO STIFF, TAN, GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

10+50

140
130
120

S-27
L_2050
10+30 -Y2-
59' LT

ROADWAY EMBANKMENT, LOOSE TO DENSE, TAN, SILTY FINE SAND, MOIST (A-2-4)

EXISTING PAVEMENT

3:1

05/19

UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, RED-BROWN, TAN, GRAY, FINE SANDY CLAY, MOIST, MODERATELY PLASTIC (A-6)

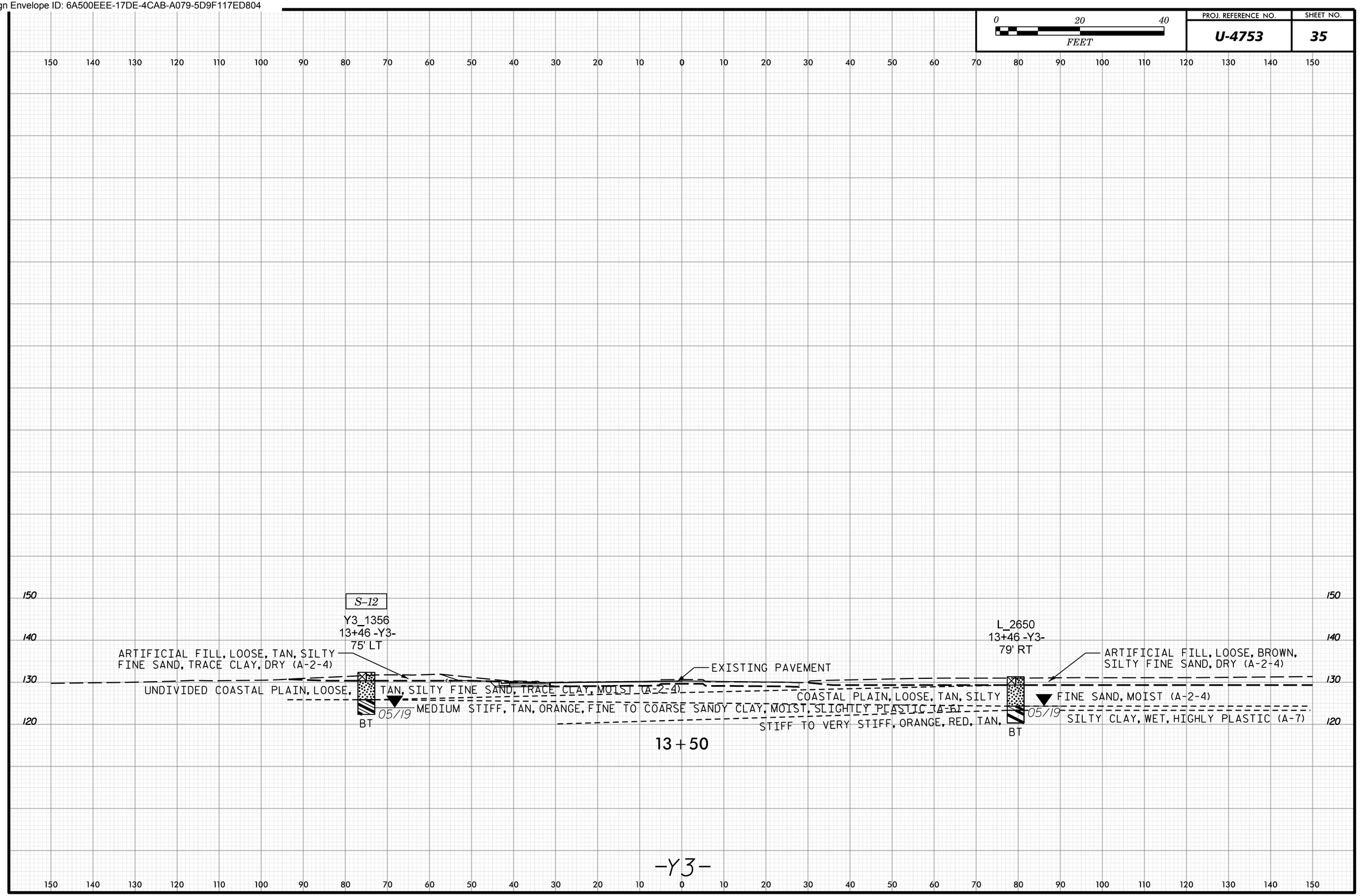
MEDIUM STIFF BT TO STIFF, TAN, GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

10+43

-Y2-

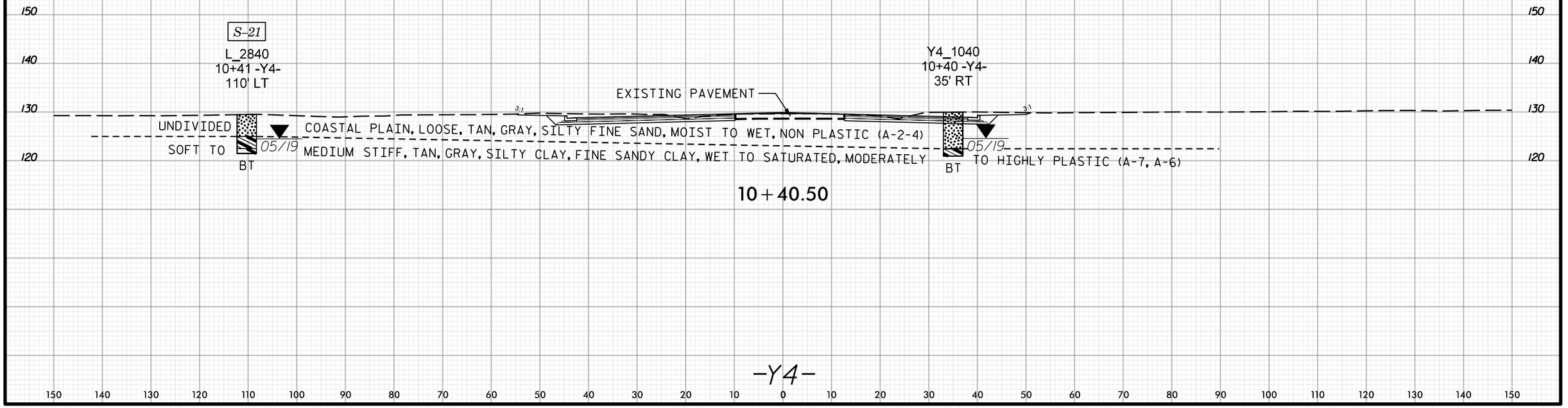
150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40 FEET	PROJ. REFERENCE NO.	SHEET NO.
	U-4753	35



0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	36



0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	37

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

140
130
120

L_4450
21+41 -Y5-
135' LT

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, TAN, MOIST, SILTY FINE SAND, MOIST (A-2-4)

EXISTING PAVEMENT

3:1 4:1 3:1

05/19

MEDIUM STIFF, TAN, RED-BROWN, GRAY, FINE SANDY CLAY, MOIST TO WET, SLIGHTLY PLASTIC, PETROLEUM ODOR (A-6)

MEDIUM STIFF, TAN, GRAY, SILTY CLAY, MOIST, HIGHLY PLASTIC (A-7)

22+00

L_4250
20+38 -Y5-
56' RT

EXISTING PAVEMENT

3:1 3:1

UNDIVIDED COASTAL PLAIN, LOOSE, GRAY, TAN, SILTY FINE SAND, MOIST (A-2-4)

MEDIUM STIFF, TAN, ORANGE, FINE SANDY CLAY, WET, SLIGHTLY 05/19 PLASTIC (A-6)

STIFF, ORANGE, GRAY, TAN, SILTY CLAY, WET, MODERATELY TO HIGHLY PLASTIC (A-7)

BT

20+00

S-8

Y5_1850
18+50 -Y5-
20' RT

3:1 3:1

UNDIVIDED COASTAL PLAIN, LOOSE TO MEDIUM DENSE, TAN, BROWN, SILTY FINE SAND, CLAYEY FINE SAND, MOIST TO WET (A-2-4, A-2-6)

MEDIUM STIFF, TAN, FINE SANDY 05/19 CLAY, WET, SLIGHTLY PLASTIC (A-6)

STIFF, TAN, ORANGE, RED, SLITY CLAY, WET, MODERATELY TO HIGHLY PLASTIC (A-7)

BT

18+50

S-7

Y5_1650
16+50 -Y5-
35' RT

EXISTING PAVEMENT

3:1 4:1 4:1

UNDIVIDED COASTAL PLAIN, LOOSE, BROWN, TAN, ORANGE, SILTY FINE SAND, TRACE CLAY, MOIST (A-2-4)

MEDIUM STIFF TO STIFF, TAN, ORANGE, GRAY, FINE SANDY CLAY, MOIST, SLIGHTLY 05/19 PLASTIC (A-2-6)

MEDIUM STIFF TO STIFF, ORANGE, RED, GRAY, SILTY CLAY, WET, MODERATELY TO HIGHLY PLASTIC (A-7)

BT

16+50

-Y5-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40
FEET

PROJ. REFERENCE NO.	SHEET NO.
U-4753	38

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

130
120

EXISTING PAVEMENT
ROADWAY EMBANKMENT, LOOSE, TAN, SILTY FINE SAND, TRASH DEBRIS, MOIST (A-2-4)
3:1 4:1 4:1 3:1
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, TAN, RED-BROWN, GRAY, FINE SANDY CLAY, MOIST, HIGHLY PLASTIC (A-6)
MEDIUM DENSE, TAN, GRAY, PINK, CLAYEY FINE TO CORASE SAND, WET, SLIGHTLY PLASTIC (A-6)

27+00

130
120

EXISTING PAVEMENT
3:1 4:1 3:1
UNDIVIDED COASTAL PLAIN, LOOSE, TAN, SILTY FINE SAND, MOIST (A-2-4)
MEDIUM STIFF, TAN, ORANGE-BROWN, FINE TO COARSE SANDY CLAY, WET, SLIGHTLY PLASTIC (A-6)

26+50

140
130
120

S-28
Y5_2550
25+50 -Y5-
20' LT

EXISTING PAVEMENT
3:1 4:1 3:1
UNDIVIDED COASTAL PLAIN, LOOSE, TAN, SILTY FINE SAND, MOIST (A-2-4)
MEDIUM STIFF, TAN, ORANGE-BROWN, FINE TO COARSE SANDY CLAY, WET, SLIGHTLY PLASTIC (A-6)
05/19
BT

25+50

140
130
120
110

S-29
Y5_2350B
23+50 -Y5-
27' LT

3:1 3:1 3:1 3:1
UNDIVIDED COASTAL PLAIN, LOOSE, GRAY, TAN, FINE SILTY SAND, MOIST (A-2-4)
MEDIUM STIFF, GRAY, TAN, RED-BROWN, SANDY CLAY, MOIST, MODERATEY PLASTIC (A-6)
05/19
BT

23+50

-Y5-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

0 20 40 FEET	PROJ. REFERENCE NO.	SHEET NO.
	U-4753	39

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

130
120

EXISTING PAVEMENT
ROADWAY EMBANKMENT, LOOSE, TAN, SILTY FINE SAND, TRASH DEBRIS, MOIST (A-2-4)
3:1 4:1 4:1 3:1
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, TAN, RED-BROWN, GRAY, FINE SANDY CLAY, MOIST, HIGHLY PLASTIC (A-6)
MEDIUM DENSE, TAN, GRAY, PINK, CLAYEY FINE TO CORASE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

28+50

130
120

EXISTING PAVEMENT
ROADWAY EMBANKMENT, LOOSE, TAN, SILTY FINE SAND, TRASH DEBRIS, MOIST (A-2-4)
3:1 4:1 4:1 3:1
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, TAN, RED-BROWN, GRAY, FINE SANDY CLAY, MOIST, HIGHLY PLASTIC (A-6)
MEDIUM DENSE, TAN, GRAY, PINK, CLAYEY FINE TO CORASE SAND, WET, SLIGHTLY PLASTIC (A-2-6)

28+00

Y5_2750
27+50 -Y5-
20' LT

130
120

EXISTING PAVEMENT
ROADWAY EMBANKMENT, LOOSE, TAN, SILTY FINE SAND, TRASH DEBRIS, MOIST (A-2-4)
3:1 4:1 4:1 3:1
UNDIVIDED COASTAL PLAIN, MEDIUM STIFF, TAN, RED-BROWN, GRAY, FINE SANDY CLAY, MOIST, HIGHLY PLASTIC (A-6)
MEDIUM DENSE, TAN, GRAY, PINK, CLAYEY FINE TO CORASE SAND, WET, SLIGHTLY PLASTIC (A-2-6)
05/19
BT

27+50

-Y5-

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

LABORATORY TESTING SUMMARY

PROJECT NUMBER: 39927.1.1 **TIP:** U-4753 **COUNTY:** WAYNE

DESCRIPTION: SR 1556 (WAYNE MEMORIAL DRIVE) FROM SR 1003 (NEW HOPE ROAD) TO I-42 (US 70 BYPASS)

Sample No.	Alignment	Station	Offset (feet)	Northing	Easting	Depth Interval (feet)	AASHTO Class.	L.L.	P.I.	% by Weight				% Retained #4 Sieve	% Passing (sieves)			% Moisture	% Organic
										Coarse Sand	Fine Sand	Silt	Clay		#10	#40	#200		
S-1	-L-	9+50	35 LT	605,088	2,314,331	0.5 - 1.5	A-2-4 (0)	25	10	21.9	48.9	8.7	20.5	0	100	89	34	--	--
S-2	-L-	54+50	35 LT	608,709	2,316,994	3.0 - 4.0	A-2-4 (0)	21	4	51.9	32.2	4.4	11.5	0	99	75	17	--	--
S-4	-L-	52+50	60 LT	608,570	2,316,848	8.0 - 9.0	A-2-6 (0)	27	12	22.9	49.6	7.2	20.3	0	100	91	32	--	--
S-5	-L-	50+50	45 LT	608,407	2,316,733	6.5 - 7.5	A-6 (8)	37	23	11.7	41.2	18.6	28.5	0	100	96	53	23.1	--
S-6	-L-	46+50	40 LT	608,101	2,316,476	7.0 - 8.0	A-6 (9)	40	25	14.6	39.2	13.9	32.3	0	100	94	52	22.9	--
S-7	-Y5-	16+50	35 RT	608,047	2,315,908	5.0 - 6.0	A-2-6 (1)	31	15	24.2	46.7	7.5	21.6	0	100	90	35	--	--
S-8	-Y5-	18+50	20 RT	607,942	2,316,079	6.0 - 7.0	A-6 (3)	27	14	15.7	41.4	19.6	23.3	0	100	93	49	19.3	--
S-9	-L-	40+50	40 LT	607,649	2,316,082	4.0 - 5.0	A-6 (3)	26	12	12.3	42.4	20.7	24.6	0	100	96	53	17.8	--
S-10	-L-	34+50	30 LT	607,175	2,315,709	3.5 - 4.5	A-4 (0)	16	6	17.7	40.7	22.9	18.7	0	100	93	48	15.8	--
S-12	-Y3-	13+46	75 LT	606,650	2,315,331	7.0 - 7.5	A-6 (1)	30	15	24.9	43.2	7.7	24.2	0	100	91	36	17.8	--
S-15	-Y1-	14+50	26 LT	605,880	2,314,280	3.0 - 4.0	A-6 (1)	28	15	21.0	46.2	10.0	22.8	0	100	94	37	18.8	--
S-16	-Y1-	31+00	35 LT	604,862	2,315,581	2.0 - 3.0	A-7-6 (17)	47	29	13.0	25.8	20.6	40.6	0	100	94	67	25.3	--
S-17	-Y1-	10+50	35 LT	606,088	2,313,936	6.0 - 7.0	A-6 (13)	38	22	3.6	37.2	23.4	35.8	0	10	99	68	17.9	--
S-18	-Y1-	16+50	25 RT	605,722	2,314,414	4.0 - 5.0	A-6 (4)	37	19	16.3	43.0	5.5	35.2	0	100	97	43	24.0	--
S-19	-L-	13+50	35 LT	605,423	2,314,549	2.0 - 3.0	A-6 (6)	32	17	7.0	49.0	18.9	25.1	0	100	98	53	17.7	--
S-20	-L-	48+50	20 RT	608,213	2,316,652	2.5 - 3.0	A-2-4 (0)	18	3	32.6	47.3	4.3	15.8	0	100	85	23	--	--
S-21	-L-	28+40	40 RT	606,638	2,315,431	3.75 - 4.25	A-2-4 (0)	23	9	29.1	44.9	7.2	18.8	0	100	90	29	--	--
S-22	-L-	32+50	40 RT	606,972	2,315,650	2.75 - 3.25	A-2-4 (0)	15	2	32.4	44.1	9.9	13.6	5	94	82	26	--	--
S-23	-L-	36+50	40 RT	607,291	2,315,886	4.25 - 4.75	A-6 (4)	27	14	17.8	32.3	23.0	26.9	0	100	93	55	19.4	--
S-24	-Y1-	21+00	35 RT	605,430	2,314,754	5.5 - 6.0	A-6 (5)	31	15	7.7	46.5	22.1	23.7	0	100	97	55	18.7	--
S-25	-Y1-	25+00	25 RT	605,181	2,315,067	5.0 - 5.5	A-2-4 (0)	21	8	24.4	47.6	11.1	16.9	2	100	90	32	--	--
S-26	-L-	24+50	40 RT	606,303	2,315,213	5.0 - 5.5	A-6 (2)	29	15	30.0	35.0	11.1	23.9	0	100	82	40	18.0	--
S-27	-L-	20+50	30 RT	605,974	2,314,986	1.0 - 1.5	A-2-4 (0)	18	3	29.8	49.5	6.5	14.2	0	100	87	25	--	--
S-28	-Y5-	25+50	20 LT	607,565	2,316,670	4.5 - 5.0	A-6 (2)	27	15	28.9	33.2	17.8	20.1	0	100	88	42	18.8	--
S-29	-Y5-	23+50	27 LT	607,686	2,316,511	3.0 - 3.5	A-6 (8)	35	20	17.9	29.7	16.7	35.7	0	100	93	56	21.7	--

NP - NON-PLASTIC

Stephanie H. Huffman

Certified Lab Technician Signature

114-01-1203

Certification Number